

1. Legal Ad

Documents:

[10-5-16 LEGAL AD.PDF](#)

2. Agenda

Documents:

[10-5-16 AGENDA.PDF](#)

3. 171 Vaughan Street

Documents:

[HP MEMO - 171 VAUGHAN STREET.PDF](#)

4. 28 Taylor Street

Documents:

[HP MEMO - 28 TAYLOR STREET.PDF](#)

5. 580 Congress Street

Documents:

[HP MEMO - 580 CONGRESS.PDF](#)

6. 198 High Street

Documents:

[HP MEMO - 198 HIGH ST.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, October 5, 2016** at **5:00 p.m.**, the Portland Historic Preservation Board will meet to review the following items. (Public comments are taken at all meetings):

1. ON-SITE WORKSHOP – meet at 171 Vaughan Street

- i. Preliminary Review of Proposed Curb Cut and Driveway Installation; 171 VAUGHAN STREET; Jeffrey Payson, Applicant.

Break for Dinner; Meeting Resumes in Room 209, City Hall at 6:45

2. PUBLIC HEARING

- ii. Certificate of Appropriateness for Exterior Alterations and Additions; 28 TAYLOR STREET; Valerie Guillet, Applicant.
- iii. Certificate of Appropriateness for Rooftop Addition; 580 CONGRESS STREET; Springer's Jewelers, Applicant.
- iv. Certificate of Appropriateness for Roof Replacement; 198 HIGH STREET; Pettingill Row Condominium Association, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

October 5, 2016, 5:00 p.m.

Room 209, City Hall, 389 Congress Street

Public comment is taken at all meetings

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. ON-SITE WORKSHOP – meet at 171 Vaughan Street

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CONSENT AGENDA

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**ON-SITE WORKSHOP
171 VAUGHAN STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: September 29, 2016

RE: October 5, 2016 **ON-SITE Workshop** – Preliminary Review of
Proposed Curb Cut and Driveway Installation

Address: 171 Vaughan Street

Applicant: Jeffrey Payson

Introduction

An on-site workshop has been scheduled to review a proposal for a curb cut and driveway installation at 171 Vaughan Street. Applicant Jeffrey Payson, who has the property under contract, is seeking preliminary input from the Board as to whether the proposed site alteration would meet the preservation ordinance review standards.

The subject property is located near the northeast corner of Vaughan and Pine and was once part of the Elizabeth McDonald estate that dominated this corner of the West End. The McDonald house itself is located at the corner (161 Pine). The carriage house, which was converted to residential use in 2005, is located at 157 Pine. The diminutive residential structure at 171 Vaughan was originally the caretaker's cottage.

Staff met with Mr. Payson and realtor John Hatcher recently at the property to review existing conditions and to discuss the proposed site change. At the site visit, Mr. Payson and Mr. Hatcher explained that in exploring various options for gaining parking on site, they had requested a right-of-way from the current owner of 157 Pine Street to access the rear of the subject property from an existing shared driveway at 157 Pine. Having learned that that solution is not an option, Mr. Payson was seeking early input from staff regarding the option of introducing a driveway along the southern property line of 171 Vaughan Street. Staff suggested that an on-site workshop might be helpful in this instance to review the space available between the house and the property line and assess the relative impact of the proposed site alterations on the historic character of the property. Of particular interest would be the project's impact on the existing cast iron fence that extends across the frontage of the

three historically-related properties. This detail, perhaps more than any other, signals that the buildings were once part of the same estate.

Related Background Information

In 2005, when the former carriage house at 157 Pine Street was converted to residential use, a driveway was created along the western property line that separates the carriage house from the grand residential structure it originally served. Prior to the project, a driveway was located near the eastern property line and continued across the front and side of the carriage house. Indeed, much of the front lawn of the carriage house was paved. The project included re-establishing the original carriage drive leading to front door, although reinterpreted as a wide walkway. To provide vehicular access and off-street parking, the applicant requested approval to relocate the driveway to the western edge of the property. This required a new curb cut and the removal of a portion of the granite curb and cast iron fence. To create a graceful terminus for the granite curbing at each side of the drive, the granite was tapered and shaped. The Board found this site alteration to meet the ordinance review standards.

The driveway solution created in 2005 included the creation of seven parking spaces along the western property line, five of which were reserved (under a previous agreement) for residents of 161 Pine and two for residents of the carriage house. Additional parking spaces for 157 Pine (which accommodated two residential units) were created at the end of the driveway. Board members will recall that the carriage house was recently converted to a single family home. The owners still control two parking spaces along the western boundary of the property as well as two spaces behind their home.

Proposed Scope of Work

Mr. Payson has provided two options for driveway treatments for the Board's consideration. One shows a single brick driveway between the house and the southern property line leading to the rear of the lot, where it widens. The width of the driveway is not indicated, as Mr. Payson did not know the minimum required width at the time he submitted the application. (The standard minimum width is 10 feet, however waivers can be granted.) The second option shows two parallel brick tracks leading to the rear of the lot. Mr. Payson has indicated that the driveway would follow the existing grade so as to avoid any impact on abutting tree roots. Staff understands that the ends of the granite curbing would be treated the same way as at 157 Pine. Note that the driveway apron is shown in brick, consistent with the requirements in this district. Oddly, this section of Vaughan Street has concrete sidewalks, where most of the West End has brick sidewalks.

Staff Comments

The richly detailed cottage at 171 Vaughan is referred to as "the Queen Anne gem of the Western Promenade neighborhood" in the West End Historic District building inventory. Designed by Francis Fassett and John Calvin Stevens and built in 1883, the diminutive structure remains in remarkably well preserved condition. Its architectural appeal is made all the more appealing by the building's size and the historic character of its setting. The presence of the granite curbing and cast iron fence that continues to the corner of Pine and Vaughan and around to 157 Vaughan's frontage makes clear the historic relationship of the three buildings.

All things considered, it would be preferable to leave the subject property unaltered. It is also unfortunate that a shared access solution could not be worked out with the owners of 157 Pine Street. That said, the applicant is seeking a sensitive treatment that allows for the retention of much of the existing landscaping and maintains the sense of continuity of the existing fencing. Also, the deep nature of the lot allows for car(s) to be parked well away from the building and the Vaughan Street frontage. Although every property presents unique conditions and each application is to be reviewed on its own merits, the Board's approval of a curbcut and driveway at 157 Pine, which included the removal of a section of the same curbing and fence, should be taken into consideration. The Board also has the opportunity to evaluate the relative success of that approved project in considering this request.

Note that the enclosed photoshop images were prepared by the applicant and may not reflect exact measurements. If the Board is receptive to the general concept of introducing a driveway in this location, details of the solution could be worked out to reduce the visual impact of the project to the extent possible.

Applicable Review Standards

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments:

- 1. Application and supporting materials
- 2. Photograph of driveway solution featuring parallel tracks
- 3. Photos of 157 Pine Street site changes shortly after project completion in 2006



Date: September 23, 2016

**HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

A++1

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14 of the Portland City Code), application is hereby made for a Certificate of Appropriateness for work on the specified historic property:

PROJECT ADDRESS:

171 Vaughan Street Portland, Maine

CHART/BLOCK/LOT: _____ (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project— see following page for suggested attachments.

In 1881 Elizabeth McDonald built a complex of buildings at the corner of Pine and Vaughan Streets. The complex consisted of the mansion, carriage house and a cottage. The complex has a border of stone with a cast iron railing. The iron railing is in fair condition with a few areas of disrepair.

Approximately 10 years ago, as part of a renovation of the carriage house, the Historic Preservation Board allowed a new curb cut to facilitate entry to a parking area that services the mansion and carriage house. This entry is owned by the carriage house; the mansion has a deeded right of way over this driveway. The property known as the cottage (171 Vaughan) was not granted a ROW. The current owner does not drive and this has not been an issue.

Jeff and Jill Payson are currently owners of unit # 4 in The Elizabeth McDonald House Condo Association. While living here we have come to appreciate the legacy of Ms. McDonald's compound. When we learned that the cottage was going to be sold we immediately made an offer to purchase and are now under contract.

We love the current look and feel of the cottage and will make sure needed repairs keep the original look and feel of the property. Our one need and desire that may affect the look of the compound is to have access to off street parking. We have explored the possibility of access through the carriage house drive, however we feel it will not work for two reasons: 1) the current owners of the carriage house do not want to grant a ROW to the cottage (we believe they feel the area is too congested already) and 2) the existing parking space for the cottage is dangerously close to an ancient copper beech tree, which we would be required we drive in, and back past. Not only do we not want to risk hitting the tree, we do not want to possibly damage the roots by driving over them.

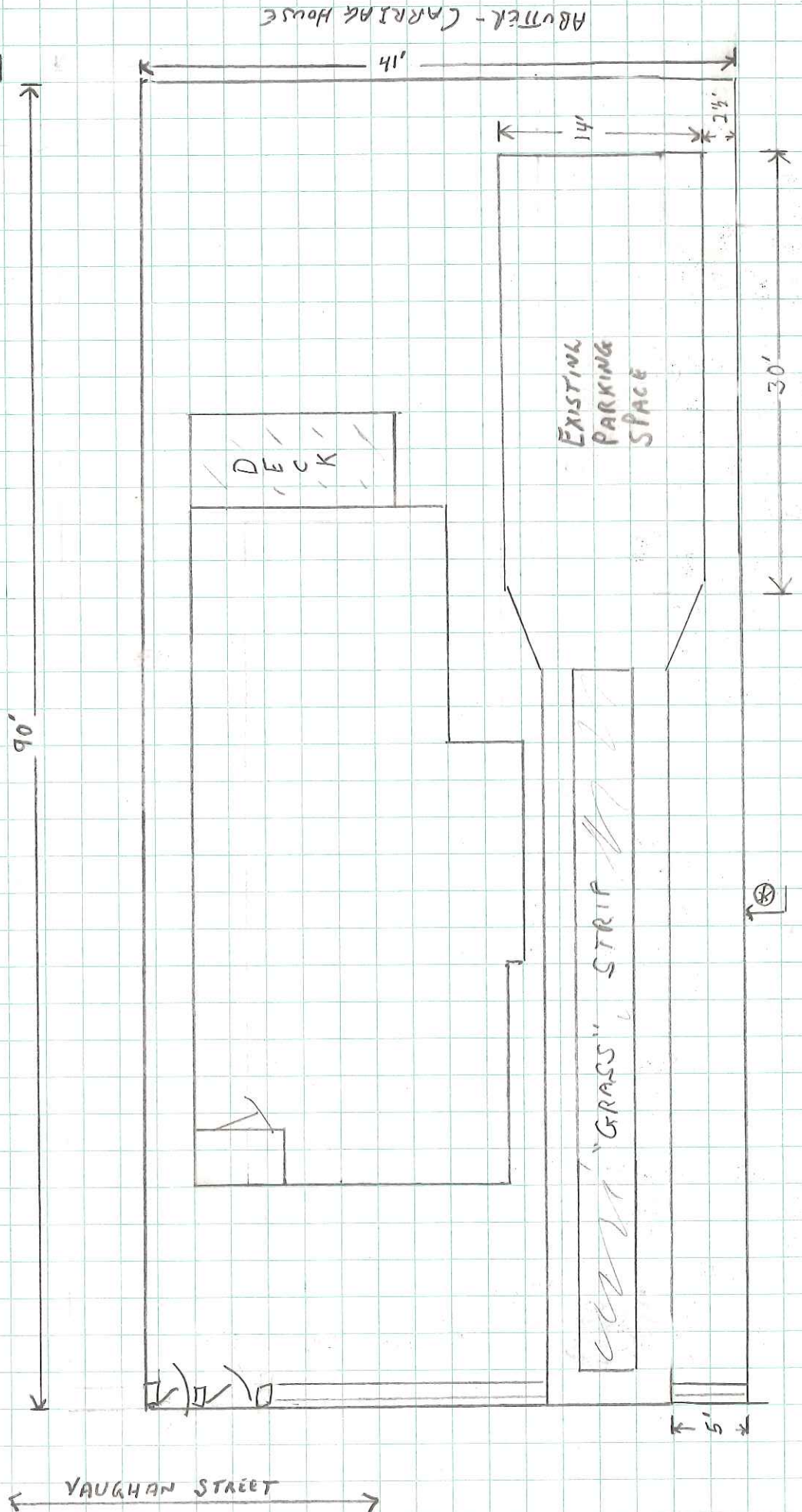
This brings us to our best option, a curb cut on the Vaughan Street side. We believe that a driveway can be installed in a manner sensitive to maintaining the look and feel of the existing compound. Our goal would be to match the style of the Pine Street entrance. We are open to the possible use of a ribbon driveway (vegetation between the paving) which would increase the green feel. The exact measurements of the driveway will be determined as part of the review. Since we are owners in the condo association, as well as the potential buyers of the cottage, we are in a unique position to make changes to the landscaping on either side of the boundary line to accomplish the best solution.

We look forward to meeting the board for an on-site workshop to further discuss this unique situation.

PAYSON
171 VAUGHAN ST
PORTLAND, ME
9/22/16
BY JEFF PAYSON

⊗ NARROWEST POINT 14'6"
BUILDING TO BOUNDARY LINE
(EXACT WIDTH OF DRIVE TBD)

1" = 10'



ABUTTER - CARROLL HOUSE

ABUTTER - EMH CONDO ASSN

8NW

063 F008

063 F006 7241
FREDERICK V CHASE HOUSE CONDO

110

110

150

65.83

VAUGHAN STREET

160 - 194

124

41

3690 063 G019

7642

063 G009

063 G020

ELIZABETH MCDONALD

80

90

41

70

063 G

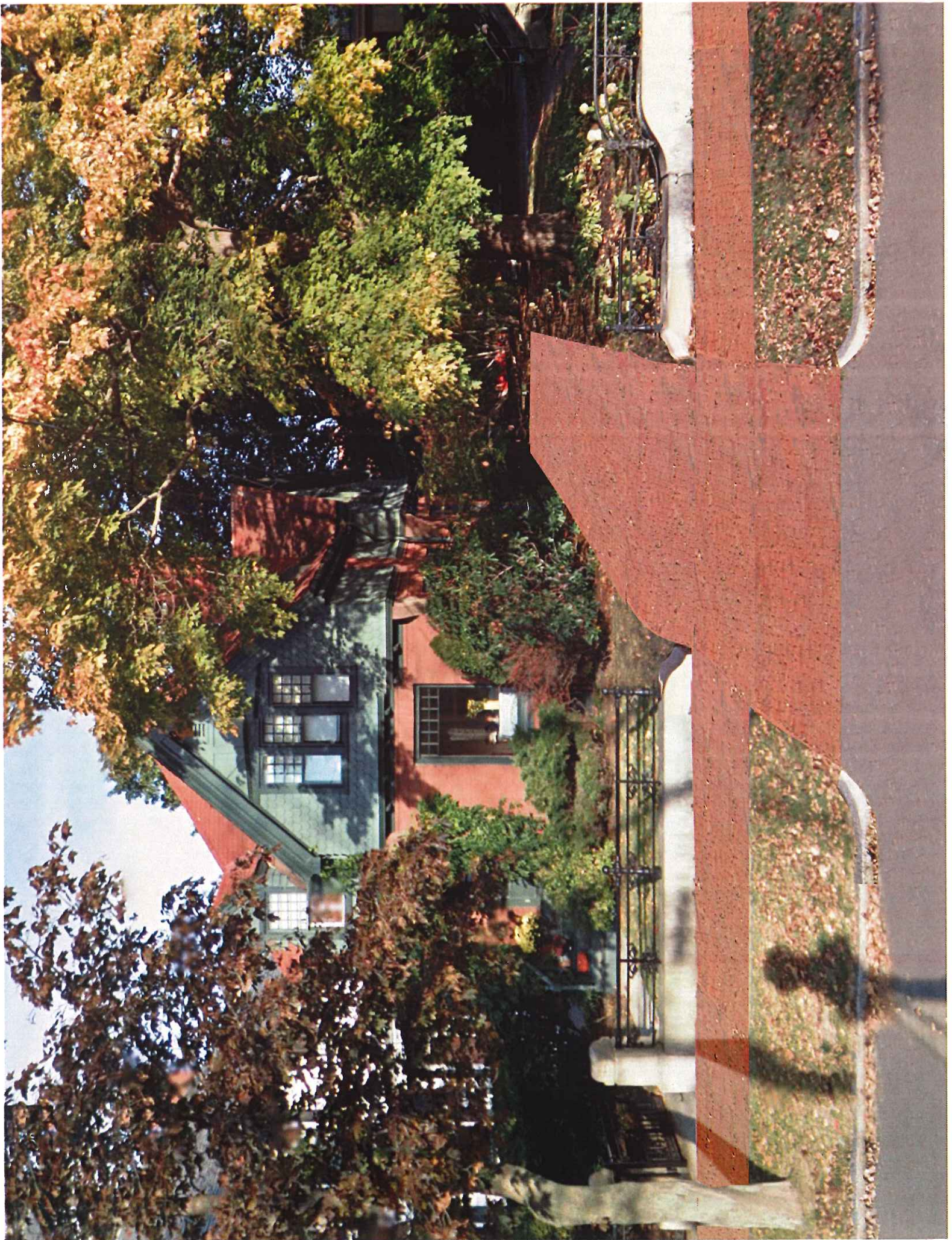
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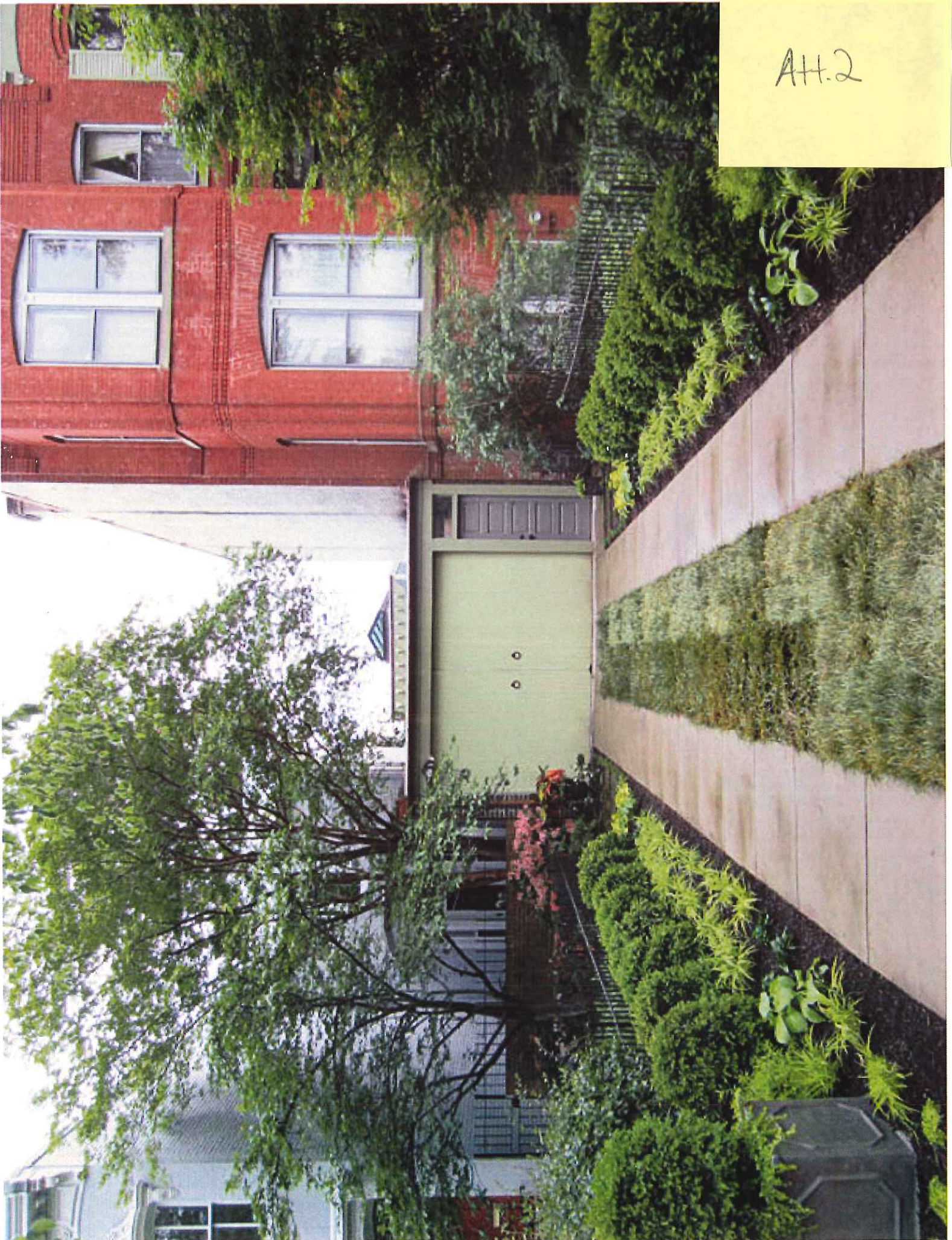






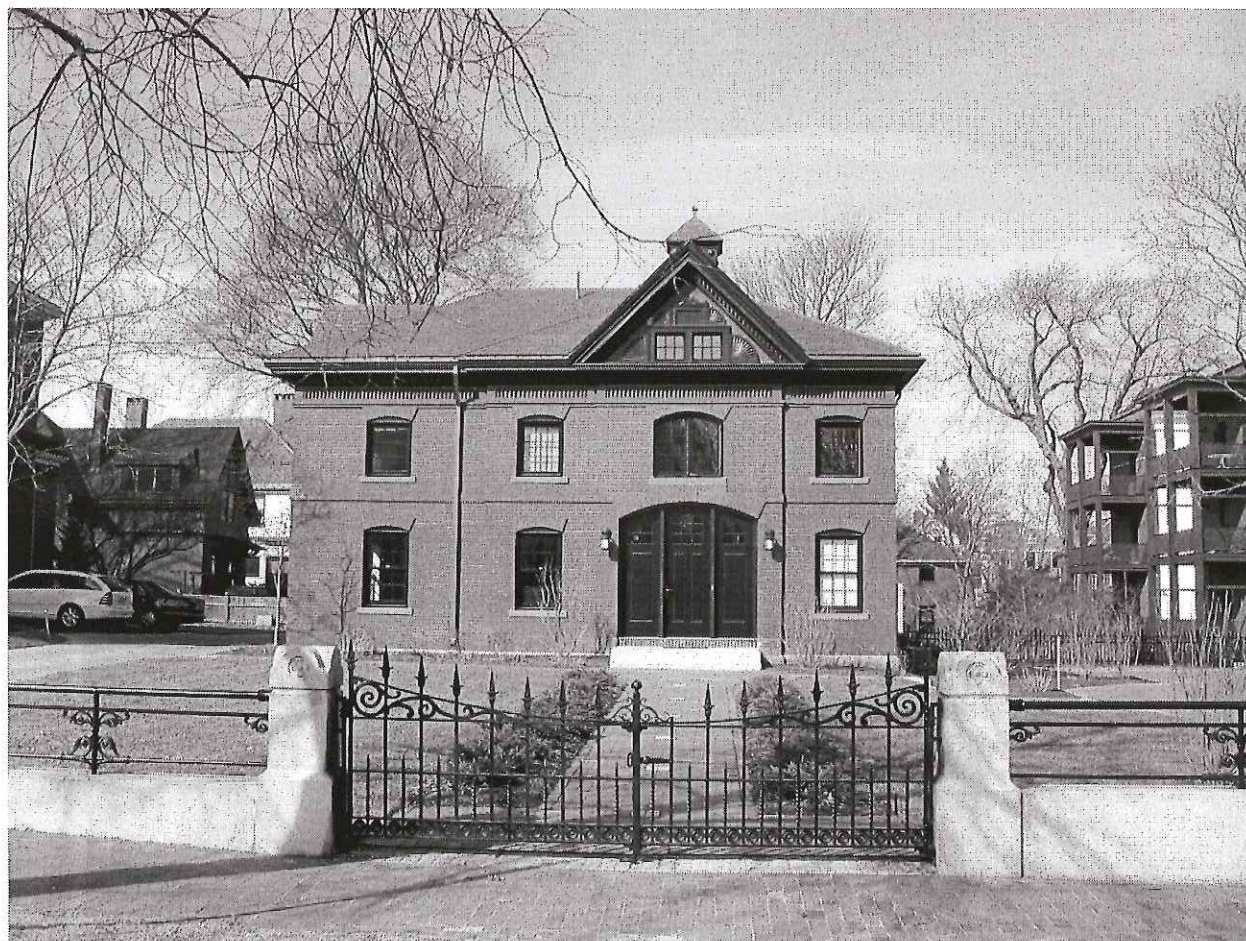


AH.2



AH.3





**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
28 TAYLOR STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: September 30, 2016
RE: October 5, 2016 **PUBLIC HEARING**

Application for: Certificate of Approval for Exterior Alterations and Dormer Additions
Address: 28 Taylor
Applicant: Valerie Guillet
Architect: Carol De Tine, Carriage House Studio Architecture

Introduction

Following a preliminary workshop on September 21st, architect Carol De Tine is returning for final review and approval of her proposal, prepared on behalf of property owner Valerie Guillet, for exterior and roof alterations and dormer additions at 28 Taylor Street. The proposed alterations and additions are prompted by the applicant's plans to convert the 3-unit building to 2 units. Under the proposal, the small third floor apartment will be eliminated and a larger-2-level apartment will be created for the owner on the second and third floors. Dormer additions are proposed in order to provide sufficient headroom for bedrooms on the third floor. Other exterior alterations include modification of the rear roofline at the southeast corner of the residence and replacement of the existing side entry porch.

At the workshop, Ms. DeTine explained that the proposed improvements represent the first phase of a multi-phase improvement program. Long-term, the applicant proposes to convert the existing barn on the property to residential use, reconfigure the existing driveway and create a patio area in front of the barn. The drawings submitted for the workshop illustrated some of the site alterations associated with later phases. The only aspects of the project before the Board for approval, however, are the changes to the principal structure. A patio will be constructed behind the building, but it will not be visible from the street.

Ms. DeTine has submitted a memo for the public hearing describing the scope of work under this phase as well as proposed details and materials. She has also provided perspective views of the east and west elevations as proposed. Because Ms. DeTine is proposing to match existing building

profiles and details on the dormer additions and roof extension, she elected not to submit drawings for these features. She is also asking that final details and specifications for the side porch be submitted to staff for approval.

Board members will note that the elevations have not changed since the last workshop. Ms DeTine explained to staff that, at the suggestion of several Board members, she explored changing the roof form of the east dormer to a shed roof and also explored changes to the window-to-wall ratio. In reviewing options with the applicant, the applicant preferred the original proposal. Notes from the workshop indicate that the changes were offered as suggestions, but that Board members indicated they could support the proposal as presented.

Given the fact that Board members reviewed the proposal just two weeks ago and that they received a detailed staff report at that time, this report has been kept brief.

Applicable Ordinance Review Standards

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the October 5, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations and addition at 28 Taylor Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. 9/28/16 memo from Ms. DeTine with perspective views
2. Master site plan, roof plan, existing and proposed elevations, floor plans (unchanged from 9/21/16 submission)

Carriage House Studio

architects

AH.1

MEMORANDUM

Project: 28 Taylor Street, Portland, Maine
Date: September 28, 2016
To: Deb Andrews, Historic Preservation Program Manager;
Chair Benson & members of the Historic Preservation Board
From: Carol De Tine AIA
Cc: Valérie Guillet, owner
Re: Certificate of Appropriateness application - additional
information for public hearing

Thank you for your comments at the September 21st workshop. It always difficult to find the right balance between the requirements for compatibility with, and distinction from, original construction. After trying out alternate designs for the east-facing dormer, Valérie and I continue to prefer the hip roof solution with two windows, as submitted. The elements that make it seem slightly off are, we think, also what make it both compatible and distinctive.

Following are clarifications and additional information as required to complete the initial application materials. Also provided are the two perspective sketches that were shown at the workshop.

SCOPE OF WORK

- This application comprises alterations to the exterior of the house at 28 Taylor St., as represented in existing and proposed elevations and floor plans that were submitted with the initial application.
- Site improvements shown on the Proposed Site Master Plan that will be completed under this application include the new steps and landing to the existing side door and the new deck and steps in the back yard.
- New paths will be created to connect the side porch to the existing driveway and to provide access to the back yard. The paths are small and far from the public way, so we ask if review is required.
- Other site improvements shown on the master plan will be submitted for review at a later date and completed in a later phase of construction.

DETAILS & MATERIALS

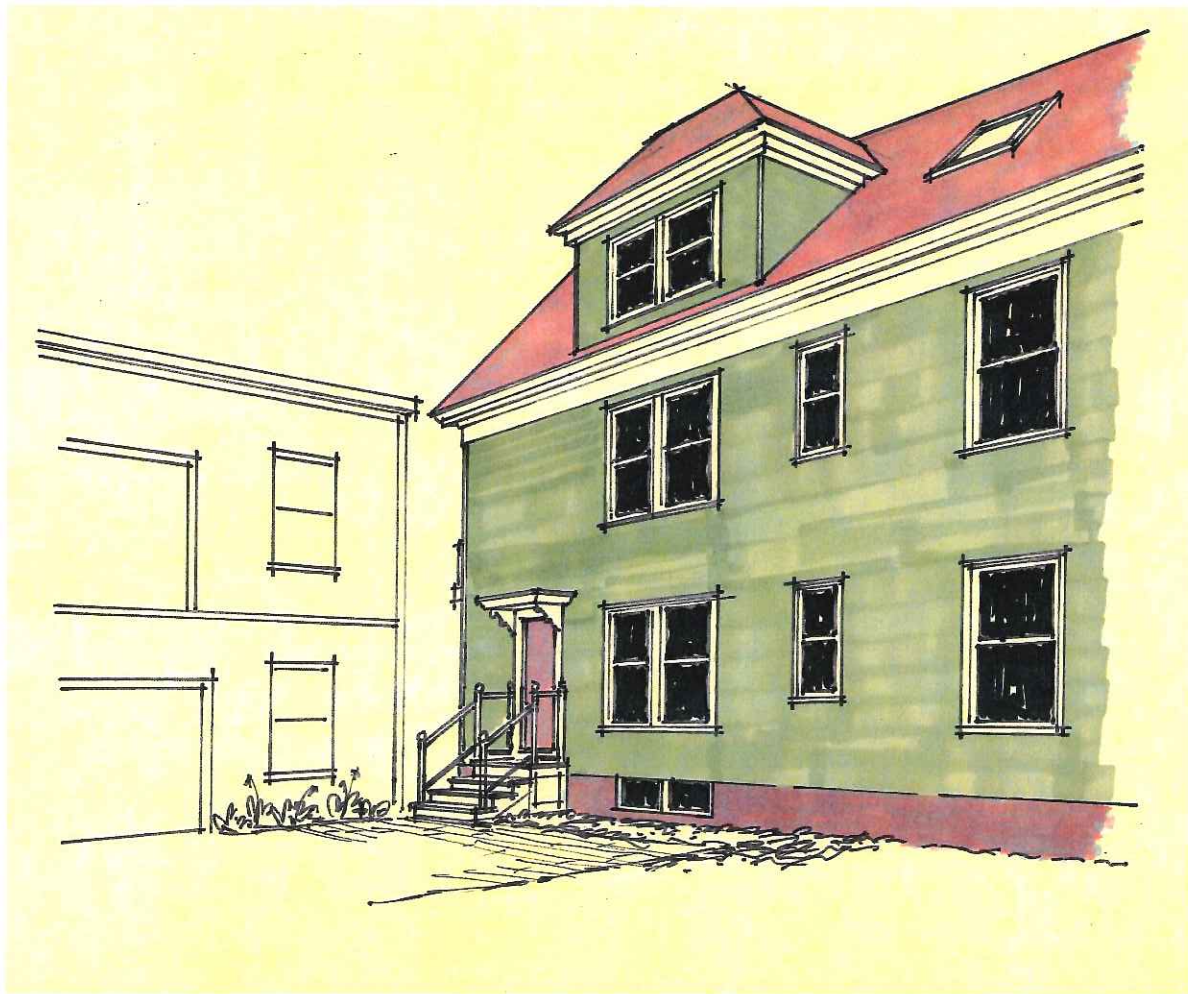
- The new dormers facing east, north and west will be constructed with the same wood clapboard siding, wood trim, wood eave details, copper flashings, and asphalt shingle roofing as the existing house.
- The minimum-slope areas of roof, which are not visible, will have membrane roofing.
- Asphalt shingles at the new gable roof at the rear of the house will match and be woven into the existing roof shingles.
- The windows in the east-facing dormer will be Marvin wood double-hung windows sized to match the existing dormer windows.
- The steps and landing at the side door will be constructed similar to the front porch, but adjusted to reflect their secondary nature. Square newel posts with a ball cap will be smaller in scale. Square balusters will be used instead of turned.

- Details and specifications for the side porch construction will be submitted to staff for approval.
- The post-mounted mailboxes will be removed from the front garden. New mailboxes will be installed on the house wall, by the front doors.
- It is my understanding that details and materials for the south-facing gable and the addition in the back yard, as they are currently proposed, are not subject to review.

WEST PERSPECTIVE

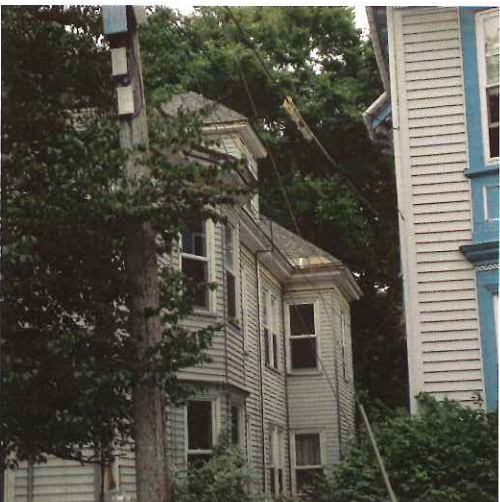


EAST PERSPECTIVE

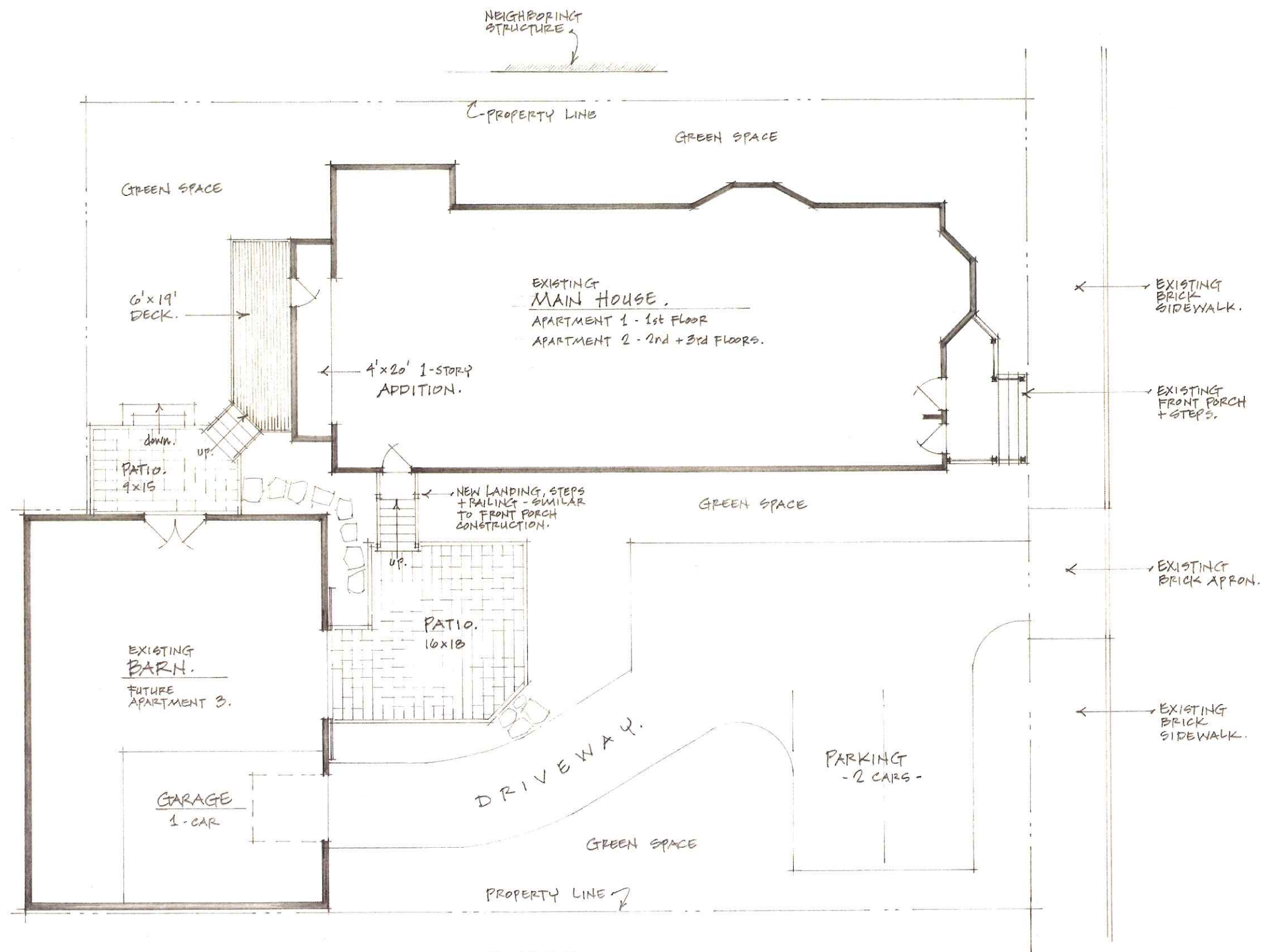


Thank you for your thoughtful consideration of this application.

28 Taylor Street - PHOTOS



A++2



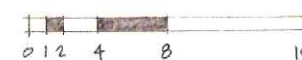
28 TAYLOR ST.

PROPOSED SITE MASTER PLAN.

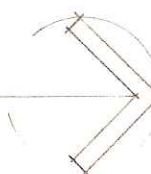
1/8" = 1'-0"

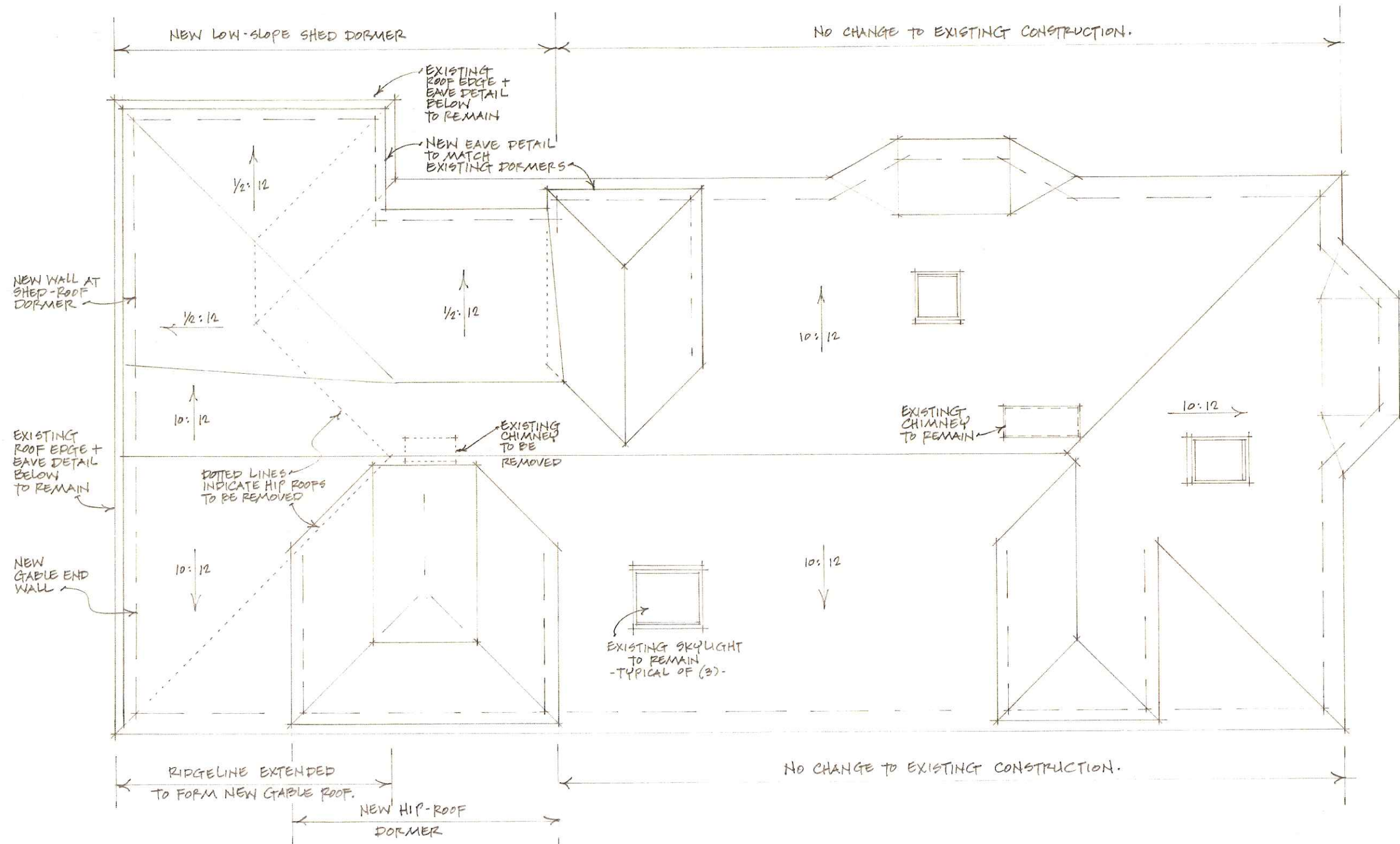
CARRIAGE HOUSE STUDIO . architects .

7 SEPT 2016



NORTH.





28 TAYLOR ST

PROPOSED ROOF PLAN. - PHASE 1 -

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO . architects .

7 SEPT 2016





23 TAYLOR ST.

EXISTING EAST (SIDE YARD) ELEVATION.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO architects.

7 SEPT 2010





28 TAYLOR ST.

PROPOSED EAST (SIDE YARD) ELEVATION.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO . architects .

7 SEPT 2016





23 TAYLOR ST.

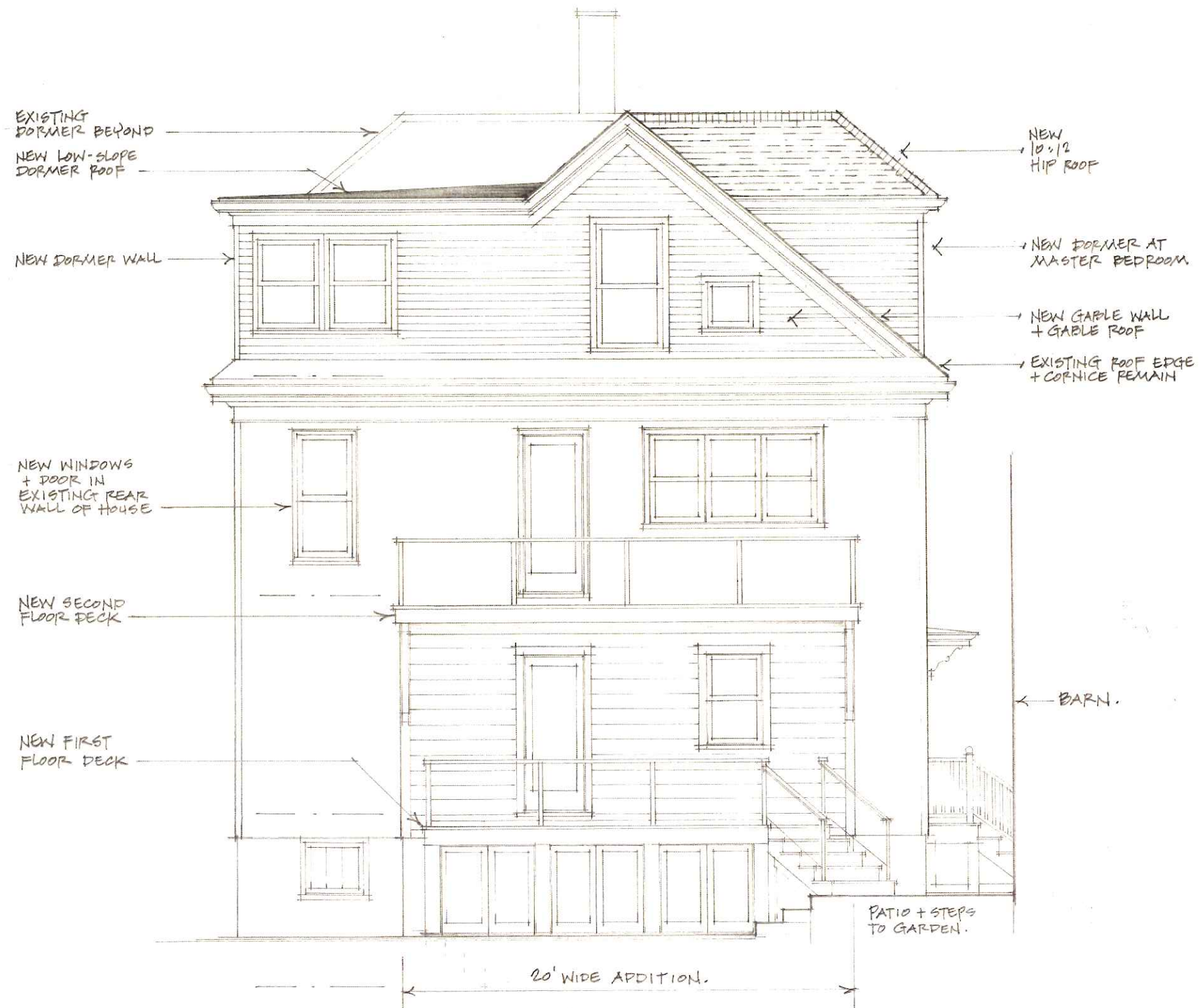
EXISTING SOUTH (BACKYARD) ELEVATION.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO . architects .

7 SEPT 2016





28 TAYLOR ST.

PROPOSED SOUTH (BACKYARD) ELEVATION.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO architects.

7 SEPT 2016





28 TAYLOR ST.

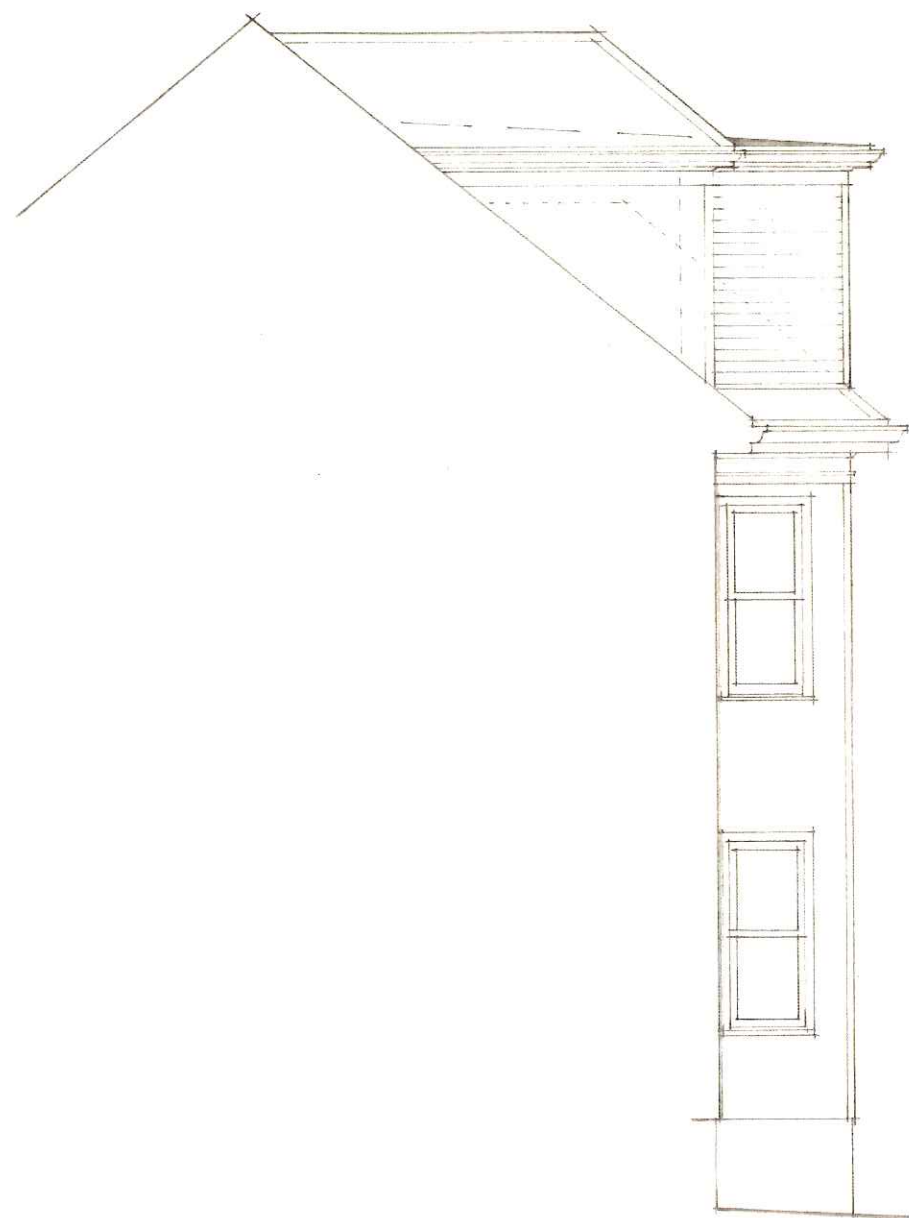
EXISTING WEST ELEVATION.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO . architects .

7 SEPT 2016





NORTH SECTION - ELEVATION



WEST ELEVATION - (PARTIAL)

28 TAYLOR ST.

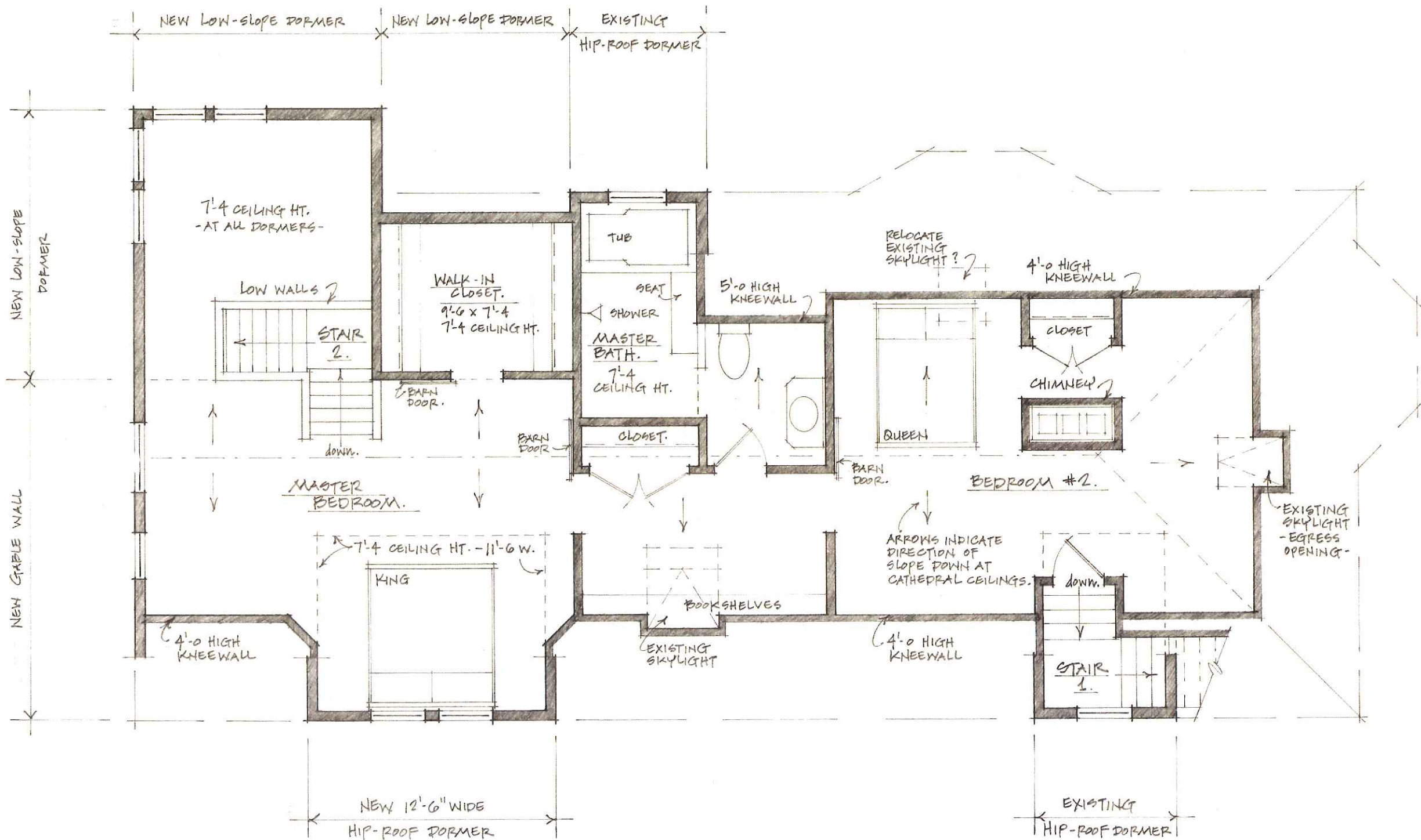
PROPOSED ELEVATIONS.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO - architects.

7 SEPT 2016





28 TAYLOR ST.

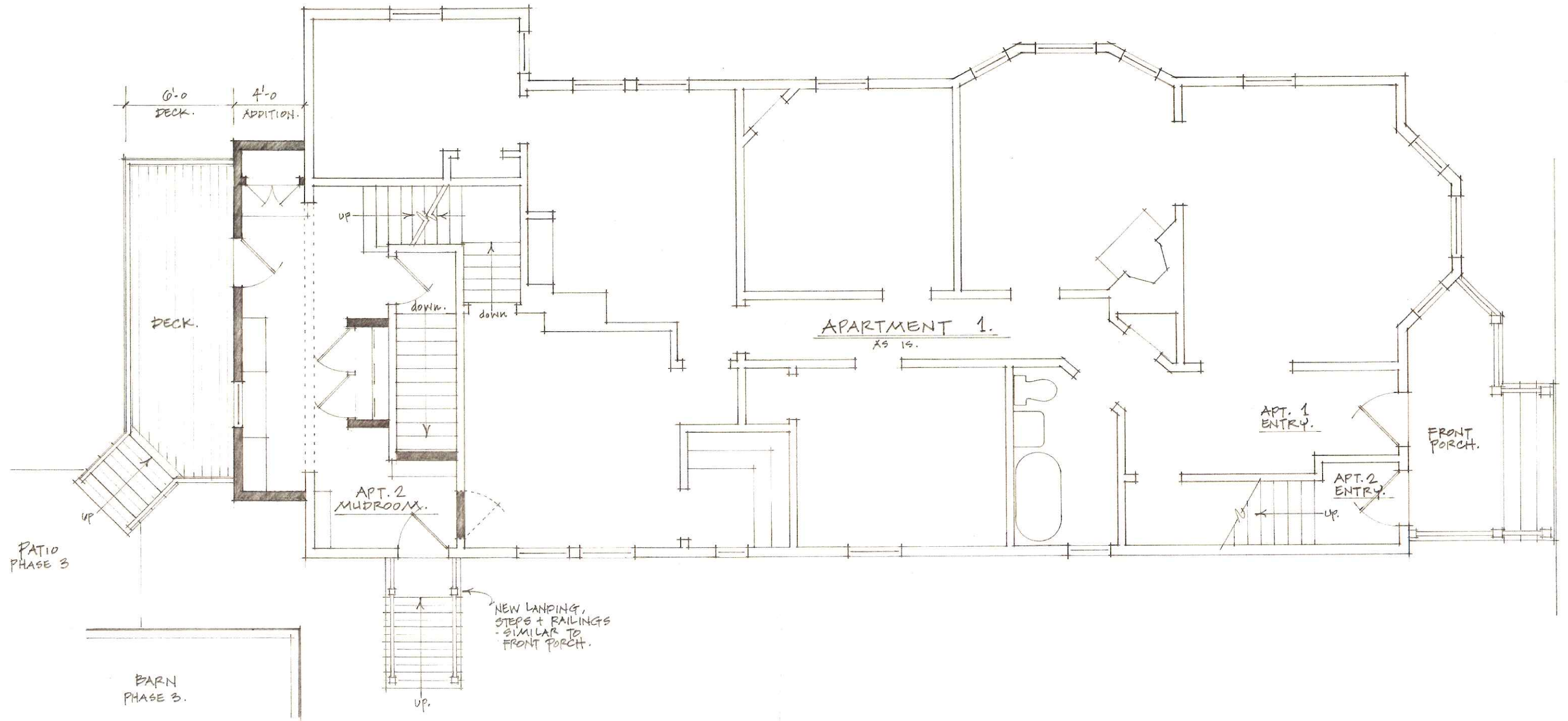
PROPOSED 3RD FLOOR PLAN. - PHASE 1 -

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO. architects.

7 SEPT 2016





28 TAYLOR ST.

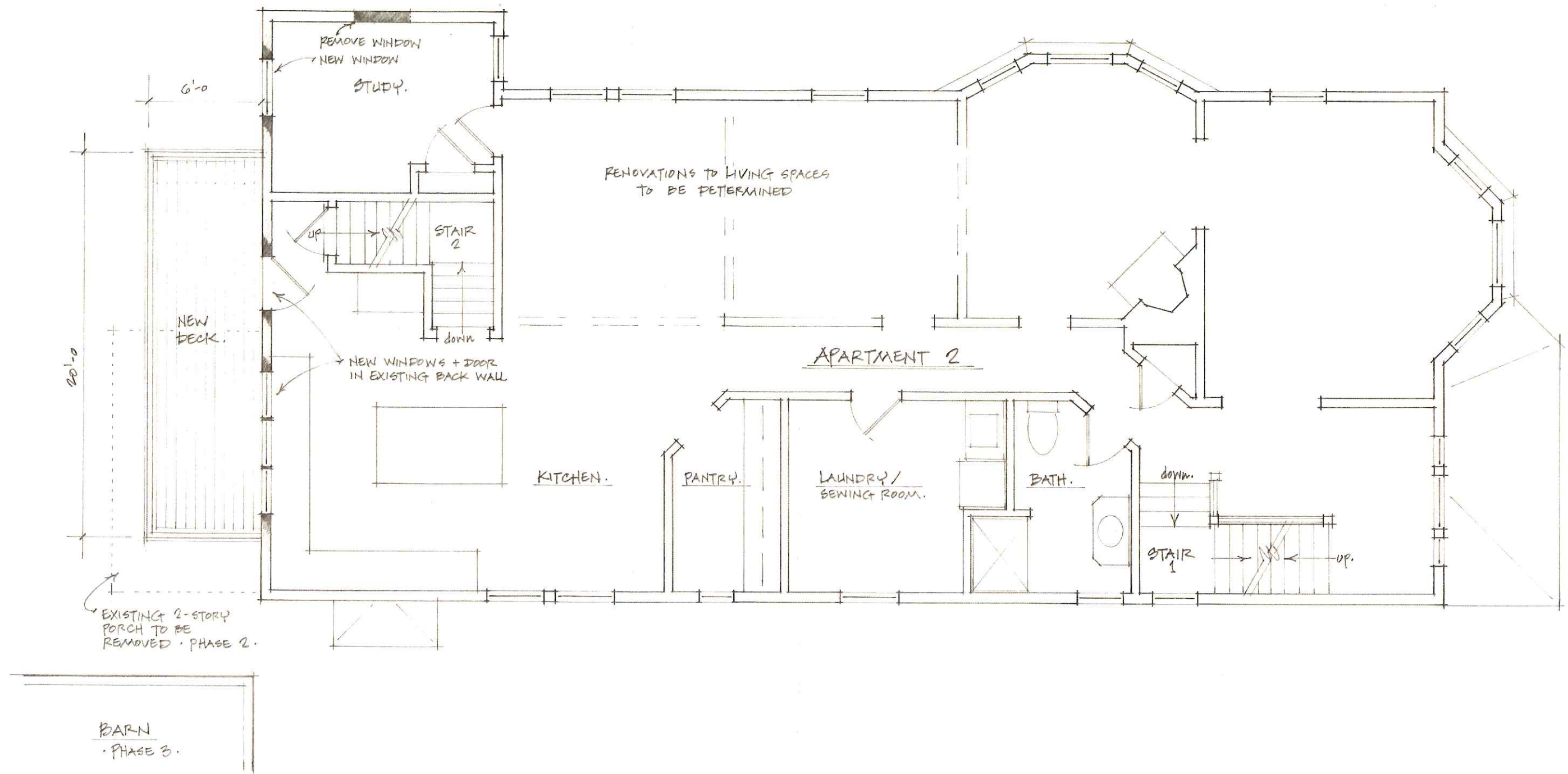
PROPOSED FIRST FLOOR PLAN - PHASE 2.

1/4" = 1'-0"

CARRIAGE HOUSE STUDIO - architects.

7 SEPT 2016





28 TAYLOR ST.
PROPOSED SECOND FLOOR PLAN - PHASE 2 -
 1/4" = 1'-0"
 CARRIAGE HOUSE STUDIO · architects ·

7 JULY 2016

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**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
580 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: September 29, 2016

RE: October 5, 2016 **Public Hearing** - Proposed Rooftop Addition

Address: 580 Congress Street

Applicant: Rick Beaulieu, Springer's Jewelers

Architect: Brian Duffy

Contractor: Wright-Ryan Construction

Introduction

Owner Rick Beaulieu of Springers Jewelers and architect Brian Duffy are applying for a Certificate of Appropriateness to construct a rooftop addition at 580 Congress Street. Built in 1912, the four-story brick and stone Moulton Block shares a party wall with the older (1889) Milliken Block, and is significant in the development of the Congress Street commercial district. Together the two buildings comprise a prominent pair near the top of Forest Avenue; they contrast with and bolster each other, and then share a continuous deep cornice at their front roofs. To each side of the pair is an older, lower building, which contributes to their visual importance.

Mr. Duffy is proposing a recessively colored, one-story, flat roofed addition that would be set back from the edges of the Moulton Block roof. Even so, the addition will be visible from various locations, mainly on Congress and Free Streets. A deck is proposed that will end closer to the Free Street edge, with a simple rail system. On the Free Street elevation, changes are also proposed to the façade, including removal of a fire escape ladder at the fourth floor, replacement of three windows with fire-rated, matching windows, and a window at the fourth floor fire escape slated to be replaced with a door that has matching characteristics. Also, a black, ground floor door to the elevator sash is proposed to be replaced with a black, smooth infill panel.

Mr. Duffy has summarized the proposed work in a narrative, and submitted elevations, plans, and product information. Staff has added recent photos of the Moulton Block, to help estimate the visibility of the proposed addition. The nature of the project and level of detail provided with the

application prompted staff to list the agenda item as a public hearing, with no preliminary workshop first.

Subject Structure

The Moulton Block is described in the Historic Resources Inventory as a bold design for its time, that emphasized verticality with strong, continuous pilasters and a central window stack that continues the centrality established by the entrance all the way to the decorative brick work beneath the cornice. The existing storefront dates from 1960. The second floor windows have been altered to become smaller and less prominent than they were originally, but the large brick-framed openings are still visible around the 1/1 windows that now match the others on the upper floors (see 1924 tax photo and 1990's survey photo.) At the roof a three foot high fire parapet separates the roof from the Milliken Block, and an elevator penthouse is visible at the back corner on Free Street.

Proposed Alterations

Mr. Duffy's project description provides an adequate summary of the proposed work. Shades of grey and clear anodized aluminum windows and door are proposed to keep the addition quiet in its visual impact.

Staff Comments and Questions

As noted, there will be some visibility of the proposed addition, but without scaled renderings (street views) it is difficult to say how much. Viewed from directly in front of the property across Congress Street, the setback should completely hide the new construction. From further east on both Congress and Free Streets, the addition will undoubtedly be somewhat visible. From further west, the top of the wall may well be visible above the roof of the Milliken Block. Given the prominence of the Moulton Block's location, the steps taken by Mr. Duffy to design a quiet addition seem entirely appropriate.

Staff notes a few details about which the Board may wish to inquire:

- No details of the deck construction, making it hard to know how the deck will be raised above the existing roof surface by possible framing
- The black railing system for the deck will match the fire escape, but will contrast with any parts of the addition that may be visible
- The clear anodized aluminum doors and windows may need to be a dull, brushed finish, to avoid reflectivity
- Brick patching samples for the Free Street facade will need to be reviewed by staff, to assure compatibility
- Staff has no concerns about the proposed window and door alterations and ladder removal on the Free Street elevation.

Applicable Review Standards

The following ordinance review standards apply in the review of the proposed project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the October 5, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations and addition at 580 Congress Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. Brief summary of proposed project by architect
2. Cover photo provided by architect, from plaza in front of PMA
3. Architect's elevations and plans
4. Product information provided by architect
5. Recent photos provided by staff
6. Survey photo of front façade, from 1990's or 2000's
7. 1924 tax photo



Date: 9/26/2016

ATTACHMENT
1

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

SPRINGER'S - 580 CONGRESS STREET., PORTLAND ME 04101

CHART/BLOCK/LOT: _____ (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

The owner is proposing to construct a new rooftop addition to the four-story brick building @ 580 Congress Street. The new addition will be set back from all existing roof edges; see Plan. It will be a wood framed structure with a flat roof, footprint size to be 18' x 34'. Height of addition will be approximately 9'-2" above existing roof. The exterior will be smooth finished plaster with aluminum framed windows and doors. The roof edge fascia and soffits will be painted to match the plaster. A new 12' x 22' deck with cable railing is proposed on the south side of the roof. Alterations to the Free Street elevation are as follows: the fourth floor fire escape window will be replaced with a new aluminum framed hinged egress door, finished black to match existing windows; the old ladder to the roof will be removed and brick patched; the three elevator shaft windows will be replaced with fire-rated windows, and finished to match the existing windows. The existing black elevator door opening at the Free Street level is to be removed, and the opening to be framed in with steel studs and finished with a flat satin black aluminum panel to match the window frames.



Free Street - View from Museum

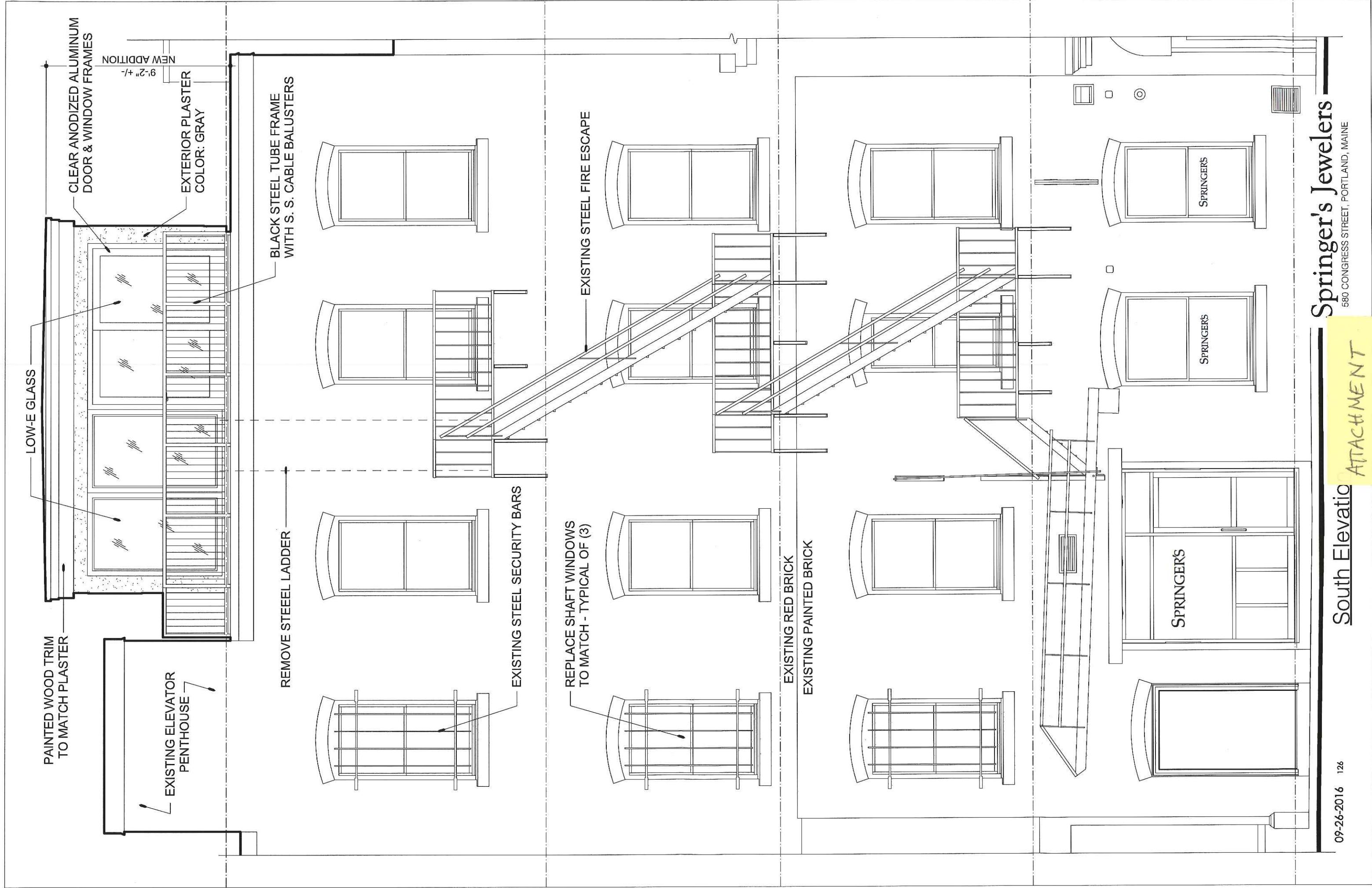
architect: brian e. duffy associates

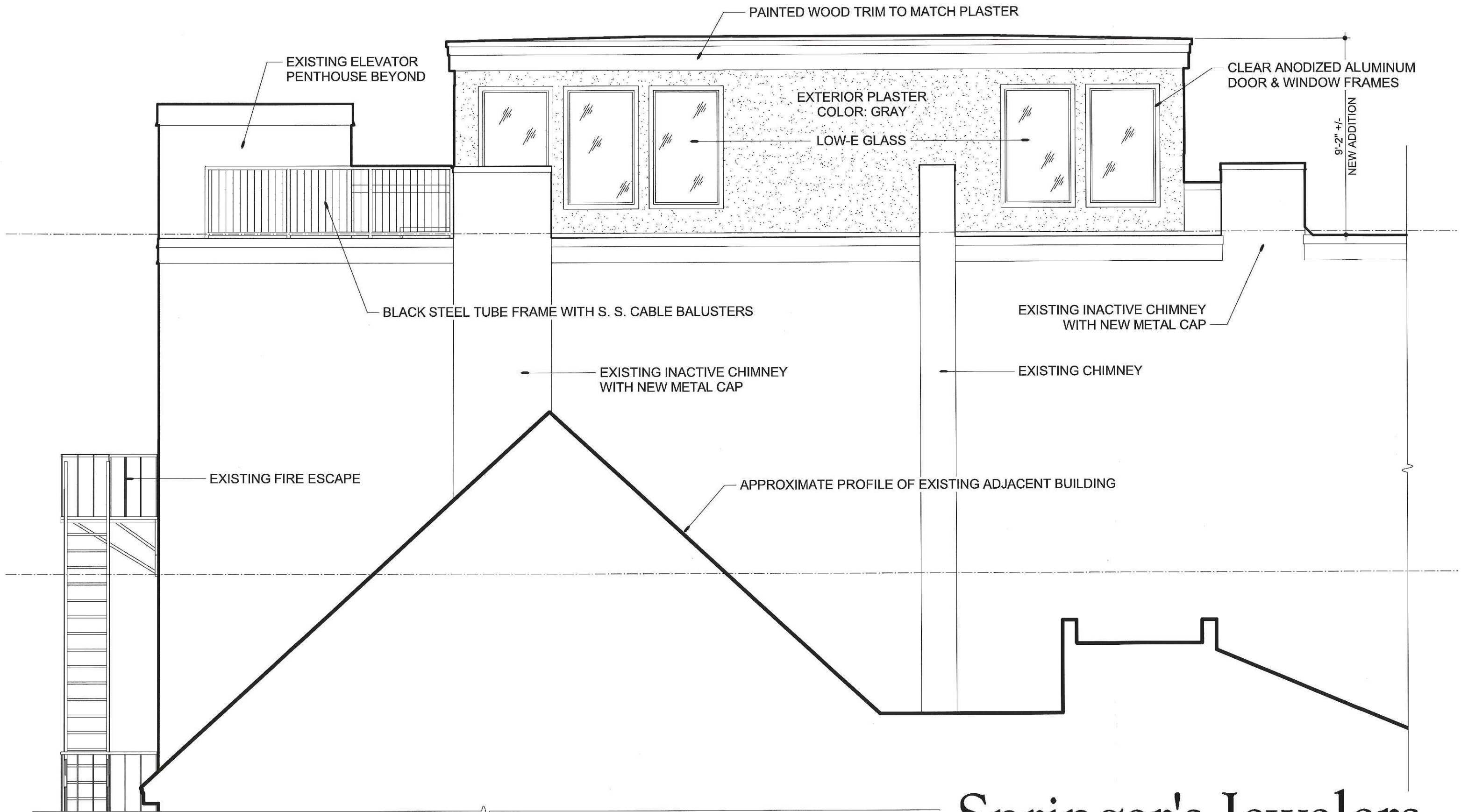
65 falmouth road, falmouth, maine 04105

09-08-2016 121

Springer's Jewelers

580 CONGRESS STREET, PORTLAND, MAINE





architect: brian e. duffy associates

65 falmouth road, falmouth, maine 04105

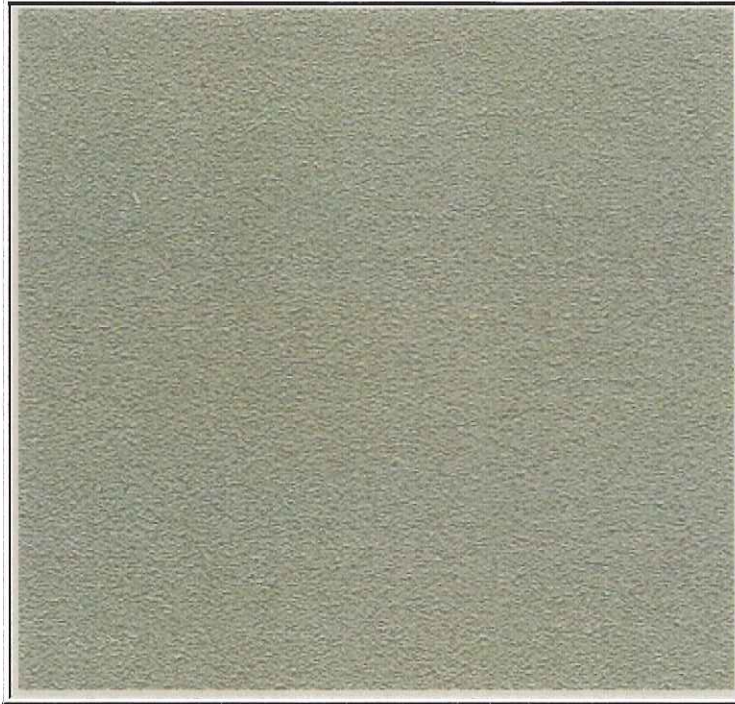
09-26-2016 126

East Elevation

Springer's Jewelers

580 CONGRESS STREET, PORTLAND, MAINE

618 Antique Gray



ATTACHMENT
4

Springer's Rooftop
Dryvit Plaster Color

DRYVIT DRAINAGE MAT

A Flexible Mat 1/8 in (3.2 mm) Thick for Use With the Outsulation® RMD or Outsulation® SMD Systems

Springer's Rooftop
Exterior Plaster
System

DS446

Description and Uses

Dryvit Drainage Mat is a flexible, thermally pre-formed, in a zigzag configuration, mat made of polyamide and produced in a pale blue color for identification. The product is packaged in a 39 in (990 mm) by 250 ft (76 m) roll and is approximately 1/8 in (3.2 mm) thick. Dryvit Drainage Mat is used to create a drainage plane for the Outsulation RMD

for the Outsulation RMD or Outsulation SMD Systems.

Installation

The Dryvit Drainage Mat is fastened to the wall using 1/2 in (12.7 mm) staples or roofing nails spaced 12 in (305 mm) vertically by 16 in (406 mm) horizontally. It is installed over the water-resistive barrier so that the corrugated "V" pattern is oriented vertically. Refer

to published Outsulation RMD System Application Instructions, DS143, or Outsulation SMD System Application Instructions, DS123.

Storage

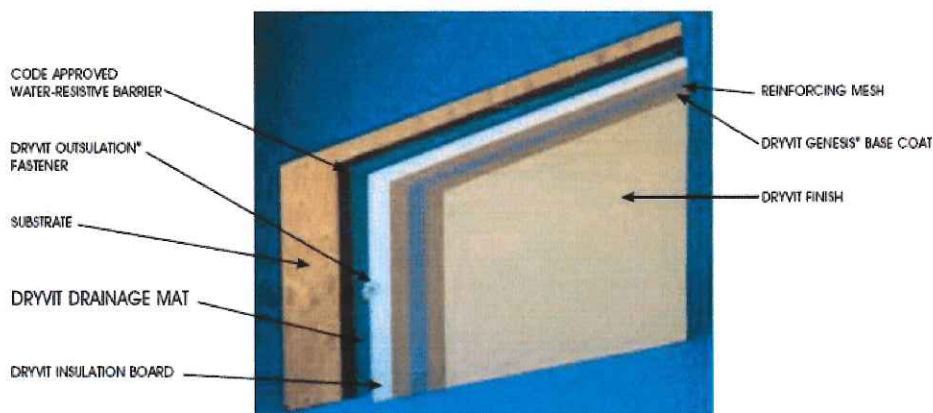
Store Dryvit Drainage Mat rolls in a horizontal position and out of direct sunlight.

Technical and Field Services

Available on request

Typical Physical Properties

Test	Method	Results (Mean Value)
Weight	Lab Method	5.9 oz/sq yard
Tensile Strength (Machine Direction)	DIN 53857	4.28 lbs/inch
Tensile Strength (Cross Machine Direction)	DIN 53857	5.71 lbs/inch
Thickness	Lab Method	0.13 inch



Dryvit Systems, Inc.
One Energy Way
West Warwick, RI 02893
800-556-7752
www.dryvit.com

Information contained in this product sheet conforms to the standard detail recommendations and specifications for the installation of Dryvit Systems, Inc. products as of the date of publication of this document and is presented in good faith. Dryvit Systems, Inc. assumes no liability, expressed or implied, as to the architecture, engineering or workmanship of any project. To ensure that you are using the latest, most complete information, contact Dryvit Systems, Inc.

For more information on [Dryvit Systems](#) or [Continuous Insulation](#), visit these links.



A photograph of a white, rectangular casement window mounted on a light-colored wall. The window has a simple, clean design with a white frame and a large clear glass pane. On the right side of the frame, there are two white handles, one near the top and one near the bottom, used to open the window. The window is centered in the image.

**Springer's Rooftop
Clear Anodized
Casement Window**

A photograph of a pair of sliding glass doors with a grey frame. The glass is light blue. The text "Springer's Rooftop Sliding Glass Doors" is overlaid on the right door in blue. The left door has a handle on its edge.

**Springer's
Rooftop
Sliding Glass
Doors**

Springer's
Rooftop Deck
Planks





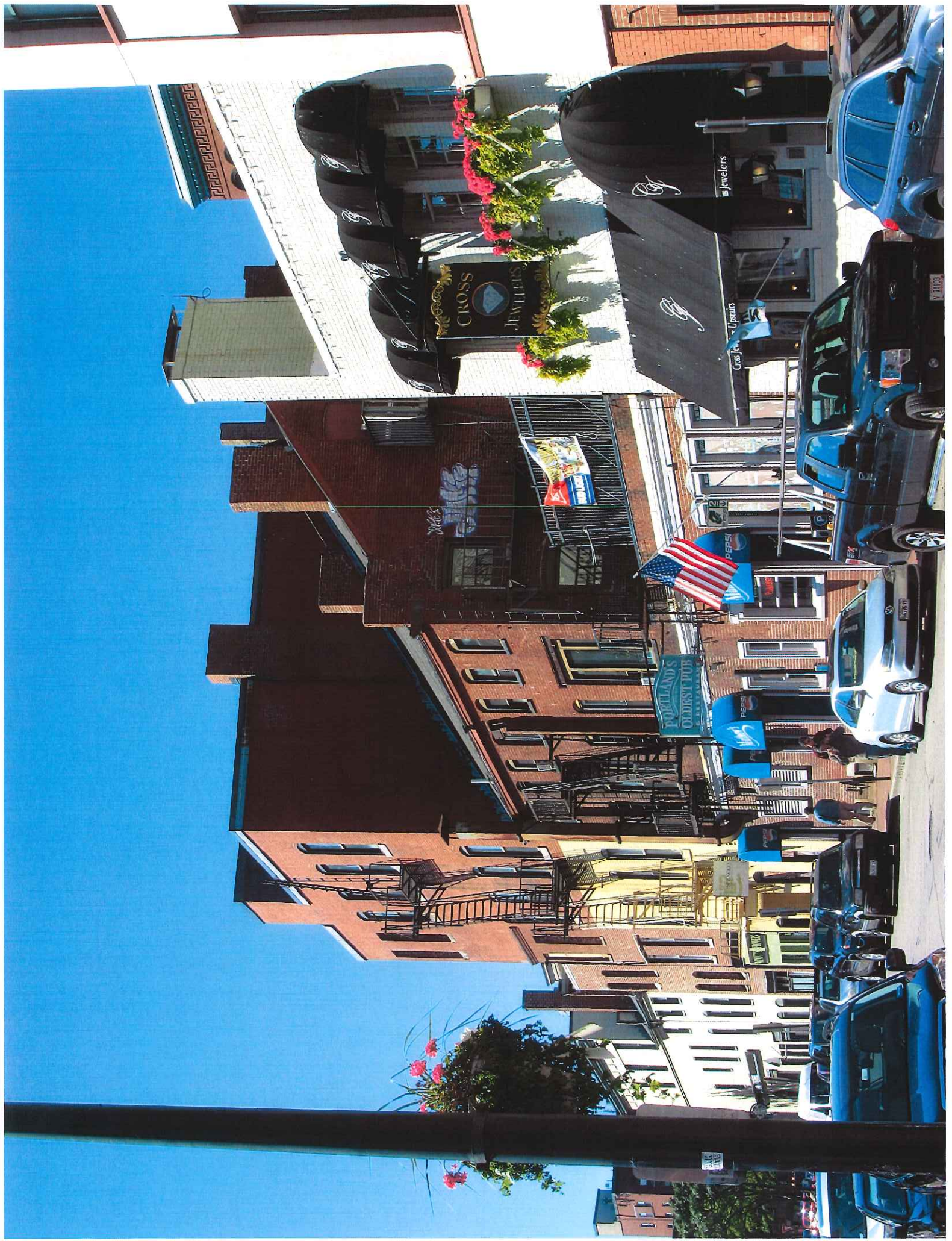
Springer's Rooftop
Railing System

ATTACHMENT

5







ATTACHMENT

6



ATTACHMENT

7

580



**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
198 HIGH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: September 29, 2016

RE: October 5, 2016 **Public Hearing** - Proposed Replacement of Slate
Roofing with Asphalt Shingle Substitute

Address: 198 High Street

Applicant: Anita St. Onge, Pettingill Row Condominium Association

Property Managers: Gebhardt Property Management

Introduction

On behalf of the Pettengill Row Condominium Association, Gebhardt Property Management has requested a Certificate of Appropriateness for replacement of the slate roofing at 194-198 High Street. The property is a highly visible, late 19th Century (1870s – 1880's) brick three-family building (now twelve condominiums,) in which Queen Anne elements outnumber Italianate features. As noted in the attached engineering report, renovations in the late 20th Century that converted the attics to living space weakened the roof structure. As a result the roof, covered with aging slate, is sagging and has leaked for years. The owners' association has worked with property managers and an engineer for several years to make a plan to stabilize the roof structure and confront leakage and further deterioration of the envelope.

This application is to alter the exterior by replacing the slate roofing with Certainteed Hatteras asphalt shingles – a product designed to mimic the appearance of slate. According to the applicants, consulting roofers and engineers suggest that in addition to being lighter than slate, asphalt roof shingles will conform better to the wavy roof planes, providing a better weather seal. Plans also include supporting the ridge with steel beams (on the interior) which would stabilize the roof but not straighten sagging and waviness that already exists. The insertion of the beams is not expected to alter the exterior appearance of the property except during construction.

The applicants have submitted a report by engineer Bruce MacLeod, photographs, and two quotes for replacement using Hatteras asphalt shingles which staff will not include with the Board packet, but will have available at the hearing. Staff has added additional photos and the 1924 tax assessor's photo. A sample of the Hatteras shingles will be available at the hearing on October 5.

Subject Structure

Though staff has not located a detailed historical description of the property, the 1924 tax photo demonstrates that but for some details such as a variety of window and door replacements and particularly, the loss of the wooden porch on the north end facing Cumberland Avenue, little has changed in terms of its general appearance. The length and graceful mass of the townhouse anchors the prominent southwest corner of High Street and Cumberland Avenue, even as it is one of the buildings that reduces the scale of the streetscape as one descends High Street, from downtown heights to the residential context of the Deering Street Historic District and Cumberland Avenue.

The asymmetrical façade is bookended by angled, two-story bays (more like engaged turrets) topped with hip roofs that still have the original metal caps and finials. An off-center bay that has a cross-gable roof is flanked by two gabled wall dormers, one twice as wide as the other. Sidewalls of the dormers are covered with slate. The resulting eclectic appearance features a variety of roof shapes intersecting with and calling attention to the main gabled roof. The north end of the building, facing Cumberland Avenue, features a large, hip-roofed, projecting turret, and once had a stair-less wood porch (visible in the 1924 photo.) The overall stylistic feel leans toward Queen Anne, despite the bracketed entry hoods that feel Italianate. At the rear of the property, a complicated exterior stair is only visible at a distance from Cumberland Avenue, and only the first of several shed dormers and skylights that have been installed on the rear roof are visible from the street.

Roof Condition

Although the slate roof looks like it might be salvageable on the front of the property, a closer look reveals significant sagging, broken slates, and inappropriate stopgap repairs such as caulk and tar (especially apparent on the rear.) Where the rear deck allows close inspection, numerous cracked and missing slates are visible, evidence of long-deferred maintenance except for the evident attempts to seal leaks with caulk and tar.

According to the engineer's report a few collar ties remain on the interior, but they may have been inadequate in the first place, and the report details the evidence of undersized rafters, knee walls that have been pushed out, and undulating ridgelines and roof planes. The locations of the demising walls are plain from the exterior, because those are the high spots, where the roof has the support it needs.

Proposed Alterations

The proposed replacement roofing would be a dark grey, and has tabs that are 9" wide, with as much as 8" exposed. (A sample board will be available at the hearing on October 5.) On the rear, shallow pitched shed dormers and flat roofed additions (with no visibility) would presumably be covered with new rubber membranes. Except for the choice of shingles, the application states an intention to maintain the historic appearance of the roof.

Staff Comments and Questions

Staff suggests the prominent front roof is a character defining feature of the subject property.

Standards 2 and 6 for Review of Alterations to Historic Buildings clearly direct applicants and regulators toward maintaining this slate roof if possible, and replacing it with the same material where feasible. A number of circumstances cited by the applicants call the feasibility of using slate (or any rigid roof tile) into question and lead to a number of possible findings:

- The original roof structure may have been lightly framed to begin with, though the engineering report does not identify the size of the rafters or quantify the number and length of original collar ties
- The roof structure was severely compromised by removal of many of the original collar ties during renovation of the attic space. (See attached engineering report.)
- The weight of the existing slate roof (probably compounded by snow) on the compromised roof system has exacerbated sagging of the ridge and of the roof planes
- The size and rigidity of slates make them a poor choice for an uneven, wavy roof deck because it is vulnerable to wind-driven water, and to cracking
- The structural retrofit of a ridge beam proposed by Mr. MacLleod will stabilize the roof and is likely to stave off further sagging, but will not remove existing sags or flatten the roof plane
- Without a much more intensive structural retrofit of the entire roof system, the weight of a slate roof might be ill-advised

In regards to slate substitutes that might best preserve the appearance of the existing roof, staff encouraged the applicants to explore more rigid synthetic and composite “slate” tiles, in addition to asphalt. (A small, shed roofed stair overrun located on the roof of a rear addition (only visible from the top of the rear stairs) has one of these materials – see attached photo. Although these substitutes are considerably lighter than slate, they are still rigid and would not conform to an uneven roof surface. A very quick staff survey of reviews on internet sources indicated that some of the products available are not durable - none approach the longevity of slate and some sound like a bad investment because the material does not last. It is unclear to staff whether any of the available rigid substitutes are a good long term solution because they have not existed for long enough. In any event, a rigid product does not seem to be a good solution given the present circumstances at 198 High Street.

On a number of occasions the Board and staff have encouraged use of the Hatteras over other asphalt shingles in situations where the original slate no longer exists or is not viable due to extreme age and/or too-long deferred maintenance. Two examples that come to mind are 12 Walker Street (at the corner of Brackett,) and 99 State (the carriage house in the rear, facing the parking lot.) On other occasions the Board has approved the replacement of slate with a substitute material on rear or low-pitched roofs where visibility is limited, to make it easier for the owners to preserve and maintain the slate on the front, visible roof. (Most recently, earlier this year the situation at 10 Mellen Street was presented to the Board as a consent item.) The property manager and engineer do not advise this course, given the weight and sag concerns that would persist on the front roof plane.

It is unfortunate that ill-advised past alterations have limited the choices for replacing or repairing the roof at Pettingill Row Condominiums. Nonetheless the Board is faced with the need to consider a plan to stabilize a highly visible historic building and prevent ongoing deterioration, while protecting as well as possible its historic character and appearance. Staff suggests that should the Board decide the proposed roofing is an acceptable substitution for the original roof,

details such as gutters, flashings, ridge caps, and metal ornamentation should be required to be preserved or reproduced with quality materials, to insure an appearance as close as possible to the original historic intent.

Applicable Review Standards

The following ordinance review standards apply in the review of the proposed project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the October 5, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations at 198 High Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. Brief summary of proposed project by property manager
2. Excerpts from engineer's report and plans
3. Staff photos of subject property
4. 1924 tax photo



Date: 9-27

Att. 1

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

194, 196 & 198 High St.

CHART/BLOCK/LOT: 46/B/7 (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

Replace existing Slate roof with a Slate
alternative product (see sample). Install Steel "I"
beam under roof's ridgeline to prevent further
sagging. Beam will be installed in the interior
of building and have no visual effect on the
exterior of the building.



Att. 2

April 20, 2011

Mr. Richard Gebhardt
Gebhardt Property Management
PO Box 11591
Portland, Maine 04104

Re: Pettingill Park Condominiums
Corner High Street and Cumberland Avenue, Portland Maine

Dear Mr. Gebhardt:

INTRODUCTION

On March 25, 2011 we met at the above referenced condominium building to inspect structural issues with the building framing. The primary area of concern was the slate roof which is experiencing sagging. The residents have requested an engineer to inspect the building and provide an opinion of the status of the structure in the affected areas.

I inspected the building and walked through the various units on the top floor of the building. I went on rear deck to observe the roof from the outside. I made some preliminary measurements of the spans of the roof framing.

OBSERVATIONS

The building is a townhouse style three story brick structure with a basement. The current occupancy is condominiums. The units at the top floor have cathedral ceilings which are the underside of the roof structure. The roof framing is unknown but is assumed to be wood roof rafters. The rafters bear on brick masonry knee walls at their base. It is apparent that at some point, perhaps during renovations for the development of the condominiums, that bracing for the masonry knee walls was removed. There are some collar ties across the roof which in part forms the floors for loft space in the units. These collar ties are inadequate in size and quantity for providing enough lateral restraint, and occur too high above the base of the rafters to be effective. The result is that the rafters push downward and outward on the brick knee walls without adequate restraint. Under snow load and the weight of the slate tiles, the roof has gradually tilted the brick walls out and created a sag in the roof ridge line. The sag is greatest at the center of the units and diminishes at the end walls and demising walls between units. If left unchecked this condition will likely worsen and lead to roof maintenance issues and possible collapse.

CONCLUSIONS:

- Removal of the lateral restraint bracing at some point in the building's history has created a structurally unstable condition.

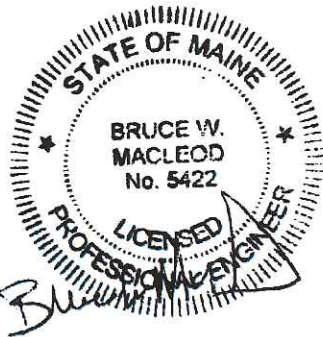
MacLeod

Structural Engineers, PA

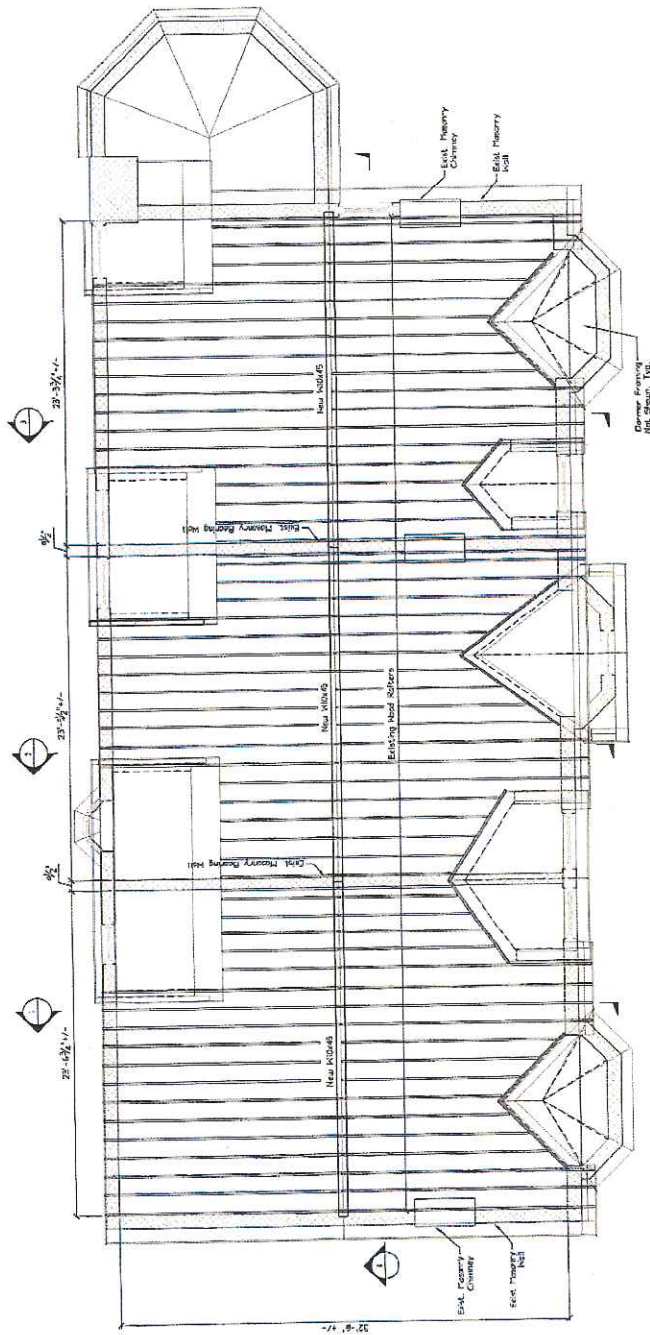
- This existing unstable condition is manifesting in outward tilt of the masonry knee walls and sags in the roof lines.
- The condition will likely continue over time and result in roof maintenance issues and possible collapse.
- I recommend installation of steel ridge beams that would be placed under the existing roof rafters at the peak of the roof. One beam would be located in each top floor unit and span side to side from brick wall to brick wall. As the beam would be on the order of 12-14" tall, some loss of head room in the loft areas will occur. The benefit will be a stabilization of the roof which will stop the sagging from progressing. This will reduce roof maintenance and prevent possible future collapse.
- I recommend an engineer and contractor be engaged to design and implement corrections for these issues. MacLeod Structural Engineers is capable of providing the necessary design plans for this work.

I hope this report answers the questions and concerns raised by the owners. Please contact me at anytime to discuss this report further, or if I can be of additional assistance.

Sincerely,



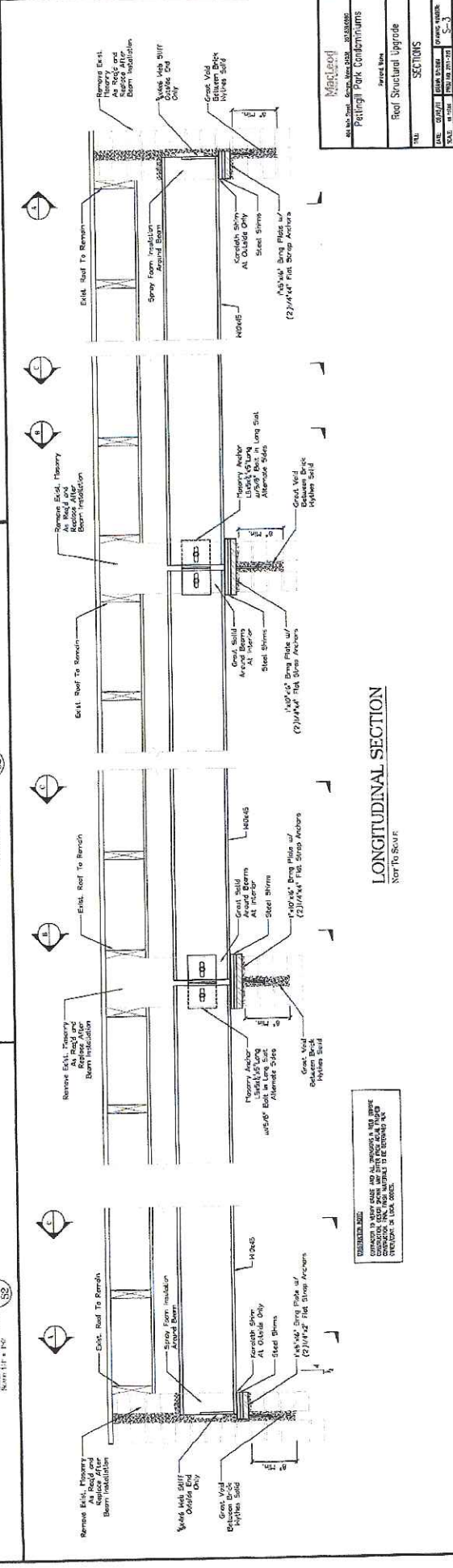
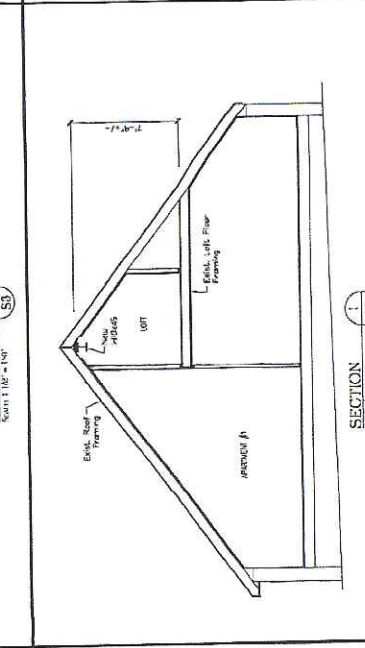
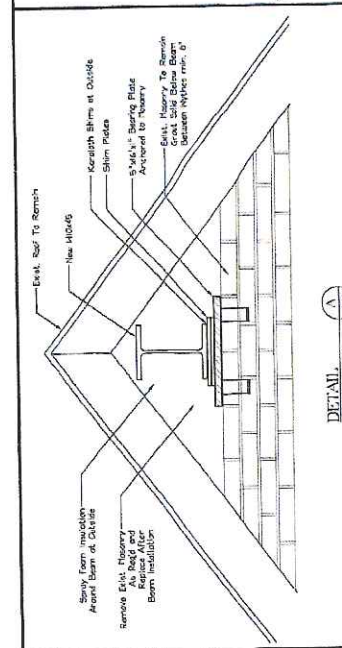
MacLeod Structural Engineers, P.A.
Bruce W. MacLeod, PE, MASCE
President



NOTE: Check with local authority
for any special requirements
for this construction.

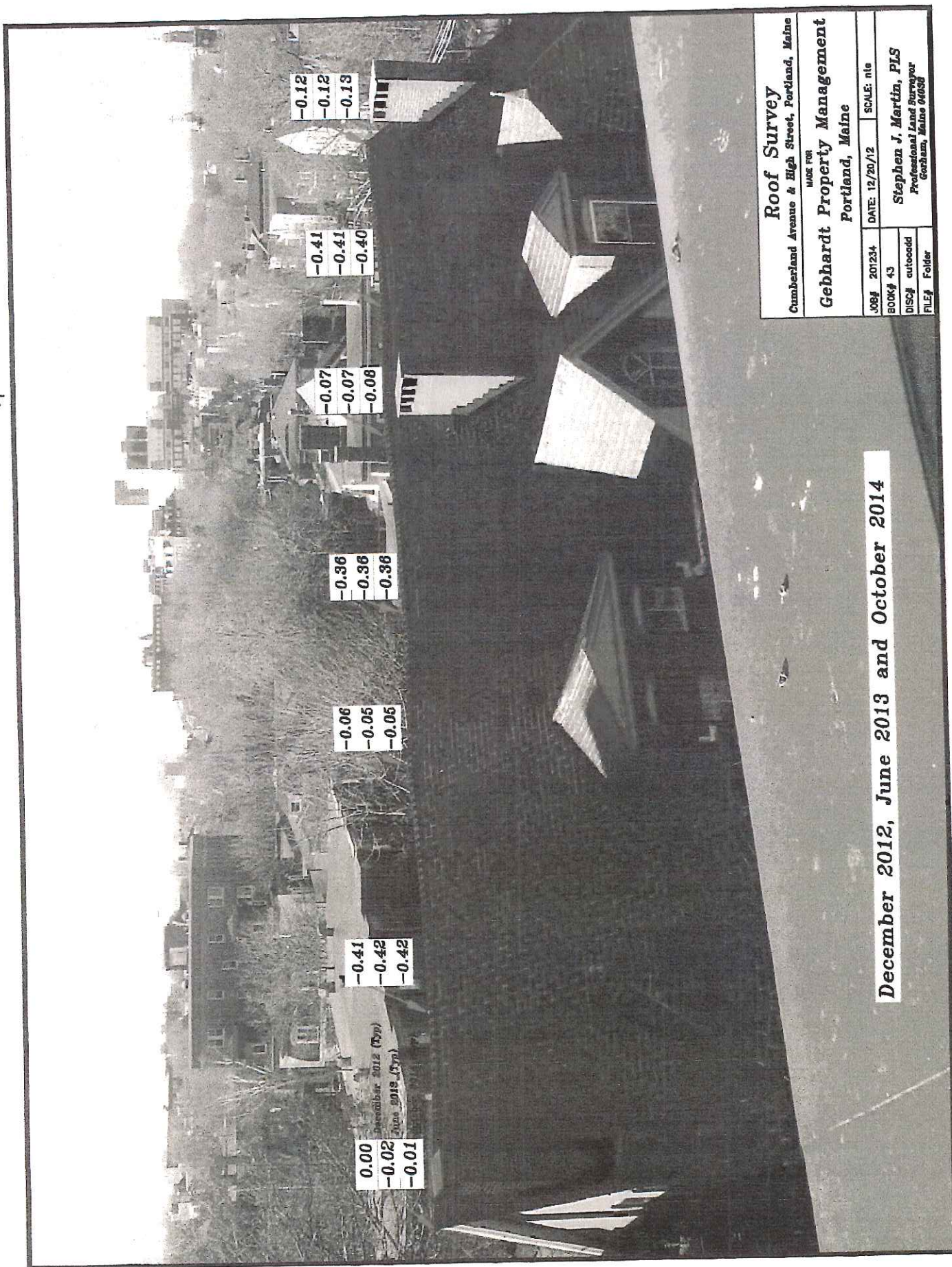
ROOF FRAMING PLAN

ARCHITECT J. J. & J. J. ARCHITECTS 1000 N. 10th St., Suite 100 Phoenix, AZ 85006	
Pettingill Park Condominiums Project Name	
Roof Structural Upgrade Project Name	
DATE: 01/01/11 SCALE: as noted	DRAWN BY: J. J. CHECKED BY: J. J. PROJECT NUMBER: 5-2



MacLeod					
404 Maple Road - George Mason 2438 - 307.535.0980					
Pettingill Park Condominiums					
Roof Structural Upgrade					
Pettingill Park					
SECTIONS					
SHEET	DATE	CHG/REV	DRAWN BY	CHECKED BY	OF DRAWING NUMBER
			SALE	W/STAMP	5-3
			PROJ NO.	771-175	

U reg 450 1156



December 2012, June 2013 and October 2014

Roof Survey			
Cumberland Avenue & High Street, Portland, Maine			
MADE FOR			
Gebhardt Property Management			
Portland, Maine			
JOB# 201234	DATE: 12/20/12	SCALE: n/a	
BOOK# 43			
DISC# autocadd			
FILE# Folder			

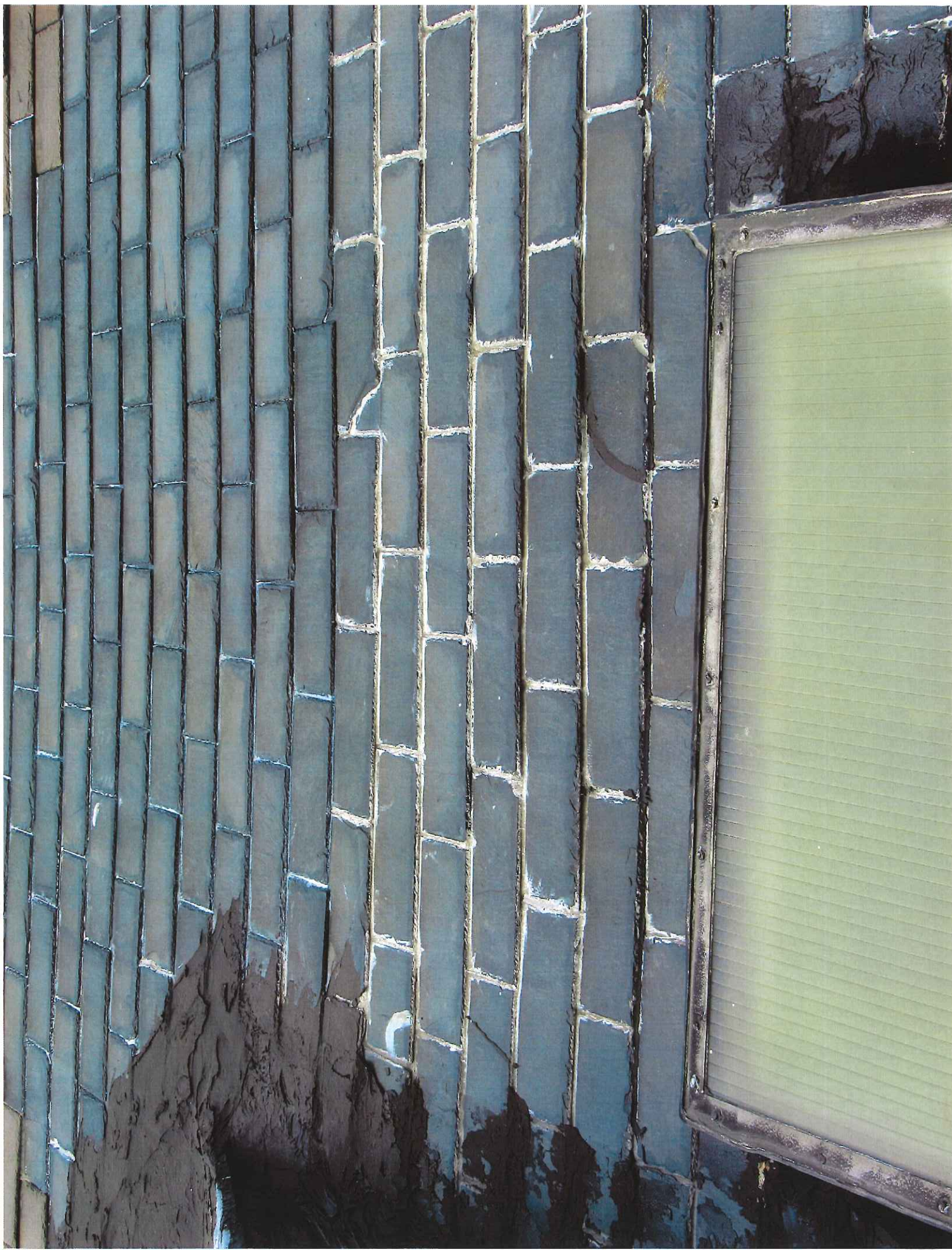
Stephen J. Martin, PLS
Professional Land Surveyor
Gorham, Maine 04038

AH.3









AH. 4

High
9-767

